

The Evening Times Star

PAGES NINE TO SIXTEEN

ST. JOHN N. B., THURSDAY, OCTOBER 16, 1919

SIXTEEN PAGES

CITY BUDGET MUCH BIGGER IN 1920 INVITE WRITERS TO OUR WOODS

Statements at City Hall Meeting This Morning

MITTER OF LAND VALUES

Commissioner Fisher Says There is Under-Assessment and Investigation Will Be Held—More About City Paving

An investigation of the assessment on land values is promised as a result of action taken by the common council committee which met this morning. Commissioner Fisher made definite statements that lands in the city were not assessed at their full value and offered to submit evidence. In order to go into the matter more fully, it was agreed that the council should hold a conference with the board of assessors.

The greater part of the meeting was devoted to a discussion of paving matters, the majority of the commissioners opposing the plan of carrying on semi-permanent work by general assessment. Commissioner Fisher said he was prepared to submit his paving programme but, as the time for adjournment had arrived, the matter was left over until next week.

It was agreed that next year's budget would be much greater than ever before. Mayor Hayes and all members of the council were present.

On motion of the mayor, the appointment of Miss Dorothy Dixon to the staff of the assessors' office was made permanent. Mr. Fisher brought up the matter of the proposed paving programme and said that ten per cent of the cost would have to be assessed for annually in order to meet interest and sinking fund charges.

To meet this charge they would have to depend on land values and improvements, and land values in this city were under-assessed, as he could prove by instances he could produce. If the land in the city were to be assessed at its full value there would be a considerable increase in the revenue.

The mayor inquired how the valuation should be made. He agreed that land assessments in St. John were low as compared with those in other cities of the size, Halifax for instance. On the other hand, the assessment on improvements was high, as was usually the case where the matter should be increased.

Mr. Fisher remarked that when a case of undervaluation was found it was probable that the same rule obtained throughout the city. In reply to the mayor's inquiry, Mr. Fisher said that when the chief assessor of Montreal was asked several years ago he believed that all factors should be taken into consideration in arriving at a fixed rule and that that was the only way in which they could be determined.

Reverting to the matter of the proposed paving programme, Mr. Fisher said that the general assessment was the best method for paying for paving sections, business and through traffic sections.

Bigger Budget Next Year. Mr. Bullock remarked that, without including paving assessments, the budget next year would be greatly increased. In this the mayor heartily concurred.

The chief objection made to this year's assessment, the mayor said, had been that it was twenty per cent higher than the previous assessment. He was opposed to burdening general assessment with semi-permanent paving work.

Mentioning King street as an illustration, he said that he owned property in that street but he did not think that it should be paved by general assessment any more than any other street.

Commissioners Mr. Bullock agreed that it would be better to build permanent pavements by bond issue rather than provide semi-permanent paving by general assessment.

Mr. Jones was of the opinion that the assessors should be in a better position than Mr. Fisher to determine whether the land values were fairly assessed; he suggested that Mr. Fisher should get in touch with the chairman of the board.

Mr. Fisher replied that he had talked with the chairman, that he was not getting any more sure of his ground.

Paving. With regard to the paving programme, Mr. Thornton said that he was in favor of a plebiscite on the policy to be adopted but he objected to having the issue complicated by the adoption of a programme including part bond issues and part general assessment. He also would oppose the adoption of any programme which did not include any work for the west side.

The mayor agreed that the west end should be considered, especially if work were to be done by general assessment. He did not think that the citizens of the west end could be expected to show much interest in a paving programme devoted exclusively to the eastern side of the harbor.

Mr. Thornton suggested that the work provided for by general assessment be included in the bond issue.

Mr. Fisher replied that the west end would get its paving work out of the general assessment. The streets he had included in the plans for a bond issue were those which, by general consent, it was agreed should be paved in the near future. The \$100,000 to be provided by general assessment would pay for paving streets in business and traffic sections which would not be decided on at present. He challenged any commissioner to map out a four years' programme which would meet all conditions arising before the end of the four years. Conditions would change and they should be prepared to meet emergencies as they might arise.

The mayor said emphatically that next year's assessment would be so high that it would be impossible to add to it for paving work. The work must be provided for by bond issue or else abandoned.

Invitation Goes Forward to Irvin Cobb and Party, Now in Nova Scotia

WERNER HORN IS IN FREDERICTON AT LAST FOR TRIAL

An official invitation on behalf of the province of New Brunswick will be sent to Irvin S. Cobb and other members of the party of writers and baseball magnates who passed through the city the other day on their way to Nova Scotia, extending to them the freedom of the New Brunswick woods.

Acting in co-operation with the Tourist Association, Premier Foster has arranged that the invitation be forwarded and he has requested the minister of lands and mines to make the arrangements if the invitation is accepted.

The party can stop in this province on their return from Nova Scotia, complimentary licenses will be issued to them, guides will be placed at their disposal and everything possible will be done to make their stay enjoyable and their hunting successful.

CONFERENCE AT MONCTON ON HIGHWAY MATTERS

Fredericton, Oct. 16.—Hon. P. J. Veniot arrived last night from Moncton with B. M. Hill, chief highway engineer, who will go to Moncton to meet the federal minister of highways, Mr. McCreath, and one of his colleagues. A conference with representatives of the three maritime provinces will be held.

Hon. E. A. Smith is here on departmental business. The Co-operative Sales and Garage, Ltd., is in process of formation. A wooden building in Westmorland street, formerly used as a factory by the John Palmer Co., is to be acquired as a garage.

The Fredericton branch of the Canadian Patriotic Fund, has forwarded to Ottawa a protest against the new system of handling post discharge relief, under which it is proposed to handle it all through provincial headquarters at St. John.

DOCTORS WELCOME BACK CONFERRERS FROM WAR

The St. John Medical Society held its opening meeting of the season last night in Bond's with a dinner given by the president, Dr. A. E. Logie, the president-elect, Dr. J. H. Macdonald, and Dr. Thomas Walker, welcoming the returned medical officers into the city.

The first speaker was Dr. G. B. Peat, Dr. Ryan, Dr. W. Warwick and Dr. S. H. Calne. A toast proposed by Dr. A. E. Macdonald to the department of health of the province, was responded to by Hon. W. F. Roberts, minister of health.

Dr. Peat said that if a bond issue were not made it would be necessary to proceed only with repair work until there should be a definite programme for 1920.

Mr. Fisher replied that he was prepared to submit that a programme should be held a conference with the assessors on the matter of land values. Mr. Fisher said that he would not consent to taking part in any conference that was not public. If he were to present any information, he would present it to the benefit of it. It was agreed finally that there should be a preliminary private conference, with the understanding that Mr. Fisher should have an opportunity to present his statement at a public meeting.

Sidewalk Repairs. Mr. Fisher asked for action on his recommendation for sidewalk repairs in City road at an estimated cost of \$7,000. The mayor thought the cost prohibitive the work at present.

Mr. Thornton said he had looked over the situation and felt that something should be done before winter. New curbing had been placed along to the new grade and as it was higher than the sidewalk levels it would prevent drainage to the gutters.

Mr. Fisher explained that he did not want to spend the entire amount this fall. At his request the commissioners agreed to look over the street and give the matter further consideration.

The mayor announced that he would be out of the city for a few days, but would be back on Monday, and hoped that they would then be able to reach a decision regarding the paving matters now before the council.

THE PRINCE LEAVING NELSON, B. C.



FOR SOLDIERS WHO HAVE LOST DISCHARGE CERTIFICATES

It was announced at local military headquarters this morning that a new regulation had been provided regarding the issue of certificates equivalent to the discharge certificate. Formerly when a man received his discharge it was particularly specified on the certificate that no duplicate of this could be made. The new regulation relieves this to a certain extent yet soldiers who have discharge certificates should be very careful of them as it is by no means an easy matter to obtain a certificate equivalent.

It will be necessary for him to make application to the district record officer in military headquarters for the district to which he is attached, accompanied by a statutory declaration giving his regimental number and name in full, unit in which he served, particulars of his last certificate, an undertaking to return any certificate of service issued in event of the recovery of the original document.

This application will be forwarded to military headquarters, Ottawa, but the certificate of service will not be issued until two months after the application is received. Only one certificate will be issued to any individual.

DEATH OF RAILWAY MAN

(Moncton Transcript) The death of John Sydney Chapman, a well known employee of the Canadian Government Railway offices, occurred Wednesday. He was forty-one years of age and was a son of W. Robert Chapman. About seventeen years ago he entered the employ of the Intercolonial Railway. He is survived by his wife, daughter of the late Simon Steves, of Dawson, Alberta, and one son, Ivan. He is also survived by his father, four brothers and two sisters. The brothers are, Leslie of Sussex; Dimock and Clinton, of the Canadian Government Railways, Moncton. The sisters are, Mrs. Walter Price, of Winnipeg and Mrs. Martin Dunphy, of Vancouver, B. C.

He took a deep interest in religious work and was a prominent member of the Brotherhood of the First Baptist Church. He was much interested in men's social work. He was one of the Brotherhood visited those places this summer, his excellent, helpful addresses making a very favorable impression upon those who heard him.

Last Minute Arrivals in New Books At McDonald's Library

The World of Wonderful Reality (E. Temple Thurston); The Rider of the King Log (Holman Day); The River's Daughter (Oliver Curwood); The Girl in the Mirror (Elizabeth Jordan); In the Sweet Dry and Dry (Christopher Morley and Bart Haley); The Vines Saint (Hugh Meers); The Moon and Spence (W. Somerset Maugham).

Selections ensure your having the books you want most, at McDonald's Leading Library, 7 Market Square. Phone Main 1278.

At Queen's University, Kingston, Ont., today, Rev. Dr. Bruce Taylor was installed as principal and E. W. Beatty, C. P. R. president, as chancellor.

FURTHER REPORT ON PACKERS' GRIP ON THE FOOD SUPPLY

Washington, Oct. 16.—Reiteration of the contention that the big packing companies of Chicago did fair to dominate the wholesale grocery trade and already handle more than 200 foods unrelated to the meat packing industry—many of them directly competitive as meat substitutes—is made in Part IV of the federal trade commission's report on the industry, published today.

"The extent to which the packer should be permitted to enter unrelated food lines even assuming legitimate competitive methods," the report said, "is a matter which the public interest alone should determine."

VETERAN WINS ROAD RACE IN HALIFAX

Halifax Recorder) Alfred Rogers won the Herald's ten mile road race yesterday in 57.44, with Jimmy Martin only four seconds behind. It was a great contest between two veteran runners and everybody was glad to see them both at the front; while people wanted to see one of them win, it was really a matter of friendship as to whom they favored.

They ran side by side for almost the entire ten miles, until the final spurt on the Wanderers' Grounds, where Rogers won by 4 1/2 seconds.

Both have been running for nearly a score of years, and Rogers had been second three times in these races before. Arthur Harrison, a most promising runner, was third, 1 min. 41 seconds behind the winner, and St. Clair Leslie was fourth. Turnbull, of Springhill, was fifth, with Louis McKay, a 17-year-old boy, sixth; he represented the Armada Club, which organization made a splendid showing. Black of Toronto, was well up with the leaders to the shipyard, but he afterwards took a cramp and retired.

Thirty contested the race. The Wanderers won the team prize.

DANCE LAST EVENING

Another enjoyable dance in a series being conducted on Wednesday evening in the Knights of Columbus rooms Coburg street was held last evening. Music was furnished by the Arlington Orchestra and the programme gave pleasure to more than fifty couples. Mrs. Arthur McCloskey and Mrs. John Daley were chaperones. Light refreshments were served.

MARRIED IN CAPITAL

Will live in St. John. Fredericton, N. B., Oct. 16.—Howard P. Robison of Harvey Station and Miss Edna B. Carr of Truro were married in the George Street Baptist parsonage here by Rev. Z. L. Pash on Wednesday afternoon. The groom was attended by his brother David and the bride by her sister Miss Ruby. Mr. and Mrs. Robison will reside in St. John.

BRIDGE AT MILLIGAN'S BROOK NOT OPENED

In order that the announcement that a motor-car driver had passed over the new steel bridge which spans Milligan's brook, below Westfield, should not lead to the impression that this bridge is open to traffic, it was officially announced today that such is not the case. The bridge has not been completed and is not open for traffic. The motorist who made the crossing did so without authority and none has a right to cross it. When the bridge is completed it will be opened formally by the minister of public works.

UNDERWEAR WEEK AT THE OAK HALL A BIG SUCCESS

This is underwear week at Oak Hall, a week set apart whereby all lines of fall and winter underwear are brought forward and given special attention. All of the windows are given up to a grand display of the various lines carried and some of these lines are marked at very special prices.

Such recognized lines are displayed as Standfield's, Fenman's, Wolfsey's, Turnbull's, Watson's, True Knit, Tiger Brand and others making a tremendous assortment from which the most critical can readily be satisfied. The underwear situation this season is rather serious, it hardly seems possible to procure sufficient for ordinary needs, it is to the interest of those intending to buy this season to do it this week, while stocks are complete and one's favorite brand in the correct size can be procured. A little later in the season it may not be procurable at any price.

THE VANISHED COUNTRY

Back in the Vanished Country, There's a cabin in the lane, Across the yellow sunshine And the sundrift of the rain, A cabin summer shaded, Where the maples whispered low, Drew stories of the world winds That a fellow used to know; And it's queer that, turning gray, Still a fellow looks away To a land he knows has vanished Down the path of yesterday.

Back in the Vanished Country, There's an old-time swinging gate, Through the early dusk of summer Where a girl had come to wait; And her hair was like the sundrift, From the heart of summer skies, Where the blue of God's wide heaven Crowded the splendor of her eyes; And it's queer that, turning gray, Still a fellow looks away To a land he knows has vanished Down the path of yesterday.

Back in the Vanished Country, There's a dream that used to be Of farne within the city, Or a name beyond the sea; A dream of laurel wreathings That came singing through the night, The story of the glory Of the victor in the fight; And it's queer that, turning gray, Still a fellow looks away To a dream he knows has vanished Down the path of yesterday.

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EITHER GOVERNMENT OR C.P.R. MUST GET GRAND TRUNK, SAYS MINISTER

(Continued from page 1.)

Montreal to Portland was only 287 miles while it was 841 to Halifax and 771 to St. John.

It may be recalled that a similar question arose some years ago with regard to goods imported under the British preference, when it was urged that only those imported through British ports should receive the preference. The business men of the upper provinces opposed this strongly and it is pretty certain that, with the control and management of the government roads removed to Toronto, as it now is, the sentiment will be strong for importing and exporting everything possible by way of the shorter distance at Portland.

This is a matter for the maritime provinces to take into consideration in connection with this measure.

It is believed to be the intention of the government in connection with the future management of the government railways to make a change of interest to the maritime provinces. The government roads will probably be operated in three divisions, one centered at Moncton and another at Toronto or Montreal and the third in Winnipeg.

Ottawa, Oct. 16.—At last evening's sitting of the house of commons, Hon. N. W. Rowell said that the government's cash offer which it had hoped the Grand Trunk would accept in the first place, provided for a payment of \$2,000,000 for the first three years after the acquisition of the line. This equalled the interest charges on the guaranteed stock. He insisted that the government's proposals with regard to the guaranteed stock had been familiar to the house for more than a year, as the negotiations had been laid before parliament. With regard to opposition remarks on the G. T. P., he said that they fell to the ground unless members on the other side of the house were prepared to admit that the construction of this road was a colossal undertaking.

There were cries of protest from the opposition benches at this, and Mr. McKenna said that he would not be taken in by the opposition. He thought that the Grand Trunk Pacific should be taken over by the government, as a receiver, and its affairs settled in a business like manner before parliament embarked on this new proposition.

Mr. Rowell asked how he would settle the G. T. P. problem. The road was a matter of a receiver. Did Mr. McKenna want to see it sold under the hammer of the auctioneer? Would the late Liberal chief's heart be so easily won by the G. T. P. as he had been by the building of the G. T. P. was a blunder. He thought it should have been built. But he declared, the C. N. R. should not have been allowed to parallel it.

There were two classes of people in Canada who were opposed to the government's proposal to take over the Grand Trunk, said Mr. Rowell. One was the class of people who did not believe in the government's proposal, and the other was the class of people who did not believe in the government's proposal.

The C. P. R. knew that government ownership of railways in Canada could never be a success unless the Grand Trunk was acquired to give eastern feeders to the western government lines. He was aware that all the business men of the Grand Trunk, but three friends of the people were to hear of the Ottawa river were in favor of it.

In the Senate, Ottawa, Oct. 16.—That the policy of the government with respect to existing railways was defective was alleged by Senator Power in the senate yesterday. He said that the intention of the promoters of the Grand Trunk Pacific was to build only from the Grand Trunk system in Ontario to tap the west and the Pacific coast. They were compelled to extend their project by the government of the day and the result was the construction of the line from Moncton to a point as far west as Cochrane. Other expenditures were forced on the C. P. R. by the government of that time. The result was that the road was made a burden to the old Grand Trunk, which had supported it.

He thought that it would have been fair for the government to have taken over the Grand Trunk without interfering with the Grand Trunk. If the government took the Grand Trunk, Portland would become the winter port of Canada because the distance from Montreal to Portland by the Grand Trunk was only 287 miles, while by the Intercolonial it was 841 miles, by I. C. R. to St. John, 741, by C. P. R. to Halifax, 755, and by C. P. R. to St. John 360.

Senator Power asked that the grade of the I. C. R. between Moncton and Truro be reduced and that the line be double tracked from Moncton to Halifax.

Sir James Loughheed said that he would have a government bill next week, which would lead to a large discussion of the Canadian railway system. Until then he would defer discussion.

Report By Hon. J. W. Daniel.

Senator Daniel, for the internal economy committee, presented a report regarding the senate to indicate to the government any sessional publications they wanted, before they could receive them.

Senator Daniel gave a report showing that the printing committee had achieved a large economy by scrutinizing the distribution of printed matter and cutting down printing.

MORE TALK OF PULP MILL

Fredericton, Gleason's.—The announcement was made today that the Nashwaak Pulp & Paper Company had obtained an option on the Miles property at the mouth of the Nashwaak river. It is believed that they have taken the option in order to have the land upon which to erect a new pulp mill. It is said that they have been negotiating for some time to obtain the option on this property, as an increase in plant was necessary to carry on the business of the industry.

PRESENTATION.

At the close of the office yesterday afternoon the St. John representatives and office staff of the Canada Life met in the manager's office, when F. W. Girvan, in their behalf, presented to Miss Ethel Ray an address and an umbrella. Miss Ray has been chief stenographer for several years and will leave for a new position in Truro this week.

GOOD WORK SAVES THE OLD FAIR OAKS

Freighter From Nova Scotia in Serious Fix

AGROUND NEAR CAPE COD

Coast Guards Have Hard Fight in Surf But Get to Vessel and She is Worked to Safe Position

Orleans, Mass., Oct. 16.—The old freighter Fair Oaks, a steamer of nineteen years' service in the coastwise trade, escaped the shipping grave of Cape Cod's sand bars today through the seamanship of the Orleans coast guards.

The Fair Oaks, carrying a cargo of plaster rock from Walton, N. S., for New York, scraped over the outer bars in a fog last night and brought up on the inner shoals with a jar that strained her seams. Heavy seas pounded the vessel and caused Captain Hessel to whistle for help for his ship and its crew of twenty-two men.

Three times the coast guards' surf boat was swamped in efforts to launch it from the beach before Captain Hessel and his seven men were able to get away. They reach the Fair Oaks after a hard row through tumbling seas and found the steamer with four feet of water in her hold, pounding on the bar and held fast by the weight of her cargo.

Working through the night with the men of the steamer, the coast guards jettisoned part of the plaster rock and turned the ship around, so that when she was aided by the rising tide Captain Hessel was able to guide her to an anchorage beyond the line of breakers. Her captain said that, notwithstanding the water and a constant leak, he would attempt to proceed under his own steam.

J. P. DOHERTY NAMED AS PORT AGENT

Representative of Merchant Marine Here in Winter and Montreal in Summer

John F. Doherty, traveling freight agent with the C. P. R., has been appointed to the Canadian Government Merchant Marine as port agent, having his headquarters in St. John in winter and in Montreal in summer. He will enter upon his new duties on November 1st with the opening of the port here. Mr. Doherty has been with the C. P. O. S. since they acquired the Allan Line, and is familiar with the work of the port here. He is a native of Quebec but has been about St. John for so many years that he is regarded as all St. John and outside. He was assistant port agent here for some time under Mr. Clancy. His numerous friends will be very pleased to hear of his appointment and will wish him success in the new office.

PERSONAL

Bangor Commercial.—Mrs. Robert Moore and daughter, Roberta of St. John, N. B., are visiting Mrs. Charles Hillman on Broadway. They have been spending the past week in Brewer with Mrs. H. D. Wood.

Clare Shaw will leave today for Quebec, where he has accepted a responsible position with Price Bros. Mr. Shaw has recently returned from overseas, and was formerly of the staff of the Union Bank in this city.

The Misses Emma and Greta Cronwell left on Monday evening on an extended visit to Montreal.

Mrs. J. T. Halsewood and daughter, Etta, of West St. John, arrived home this week from Montreal and Ottawa.

Mrs. G. A. Britney and two young sons of Montreal are visiting Mrs. Britney's parents, Mr. and Mrs. E. M. Straight, of Fairville.

Mayor Hayes is leaving for a trip to Quebec and Montreal and will make the journey over the new Valley Railway route via Fredericton and McGivney Junction.

Mrs. H. E. Ward and Mrs. A. W. Betts of West St. John will leave this evening for Montreal.

Miss Irene D. Appleby, who has been spending her vacation with her parents, Mr. and Mrs. Robert N. Appleby, 309 Tower street, West St. John, returned yesterday on the Boston boat on her way to Westfield, Mass., where she will resume her training course as nurse in the Noble Hospital.

PROFITTER HUNTING

Profitter hunting got a rousing send-off from a great demonstration of workers and consumers who sent a "get rid of the profitters or get out" message to the British Government. Our picture shows a portion of the crowd.

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