

HUNGER-STRIKE NOT LIKELY TO GAIN FREEDOM

For the Men Who Are Now in Prison—Government Intends to be Firm.

APPEALS ARE IN VAIN

American Ambassador Asked to Intervene, Says it is Outside His Duties to Do Anything of Kind.

Dublin, April 13.—The Lord Mayor and High Sheriff of Dublin visited the American Consulate today in connection with the Irish hunger strike. The consul informed them that he had no power in the matter, and referred them to John W. Davis, the American Ambassador at London. The Lord Mayor then telegraphed Mr. Davis asking his intervention.

London, April 13.—Acting Lord Mayor O'Neill, of Dublin and High Sheriff McWater, appeared in court today to John W. Davis, the American Ambassador, after they had failed to persuade the American Consul at Dublin to intervene for the Irish hunger strikers.

Ambassador Davis, in reply, telegraphed: "My powers do not extend to any representations on behalf of citizens of the United States."

London, April 13.—(By the A. P.)—Indications that the government will finally resist yielding on the question of liberating the Irish hunger strikers was the outcome of a debate started in the House of Commons today by P. O'Connor, Nationalist, supported by John R. Clynes and other labor members.

Earlier in the session, Andrew Bonar Law, the government leader, admitted that many of the Irish prisoners both at Mount Joy, Dublin, and in English institutions, are being detained without charges having been preferred against them, and with no plans to bring them to trial going forward. Mr. Bonar Law was replying to questions and added that under existing conditions in Ireland, where murder was so rife, it was necessary for the protection of lives of persons to be arrested on suspicion.

During the day's debate Mr. Clynes pointed out the danger of labor disturbances in Ireland, spreading to England, urged that the prisoners be either tried or subjected to special treatment.

Sir Donald MacLennan, Nationalist leader member, also supporting Mr. O'Connor, the Irish leader, complained that prisoners without trial are being treated as condemned criminals, and he advocated the appointment of a committee to investigate each case as was done after the rebellion of 1916.

Dennis Penny for the government said that the question was not one of party politics but elementary civilization. The government, he said, was unable to bring the men to trial because any suspected of being given evidence would later be found shot. Ten thousand men are being held no longer able to maintain order with aid from military, he declared, pointing out that in the course of a single night, there were sufficient tanks on barracks in Ireland to require the existence of 25,000 men under arms. Mr. Bonar Law reiterated that there was no possibility of the government changing its decision and that any sign of weakness in this matter would only aggravate the situation.

Dublin, April 13.—Two of the prisoners in Mount Joy have been released because the military authorities declared not to prosecute them. One of them was a hunger striker, but was officially declared that this was merely incidental and does not affect the original situation. The executive of the Irish Trade Union Congress has issued an appeal to the workers of Great Britain urging "if they have the spirit of free men let them prove it by resolutely supporting the Irish workers."

Dublin, April 13.—The strike which began today in Ireland, except in Ulster, in sympathy with the political prisoners here and elsewhere was a general one. At first it was intended as a one-day demonstration, but a manifesto issued today by the Trades Union Congress and the Labor Party calls for its continuance indefinitely. The manifesto exhorts all citizens to assist in preserving perfect order. It says the strike is a solemn protest on which the lives of men are dependent, and that no occasion should be given the military for an outbreak of violence.

The strike could not have been more complete. All kinds of business were suspended. The banks and the stock exchange here which managed to keep open during the afternoon, were closed during the strike. Even the offices of the government departments found it impossible to carry on their work.

Crowds of visitors who came to Dublin for the Panchestown races were marooned in hotels where they were compelled to cook their own food and make their own beds.

A few of the large hotels tried to keep open but they were picketed and obliged to close their doors.

Up to a late hour this evening no disorders anywhere had been reported. Thousands of persons in Dublin still were carrying on demonstrations during the day airplanes sailed over the crowds at times, almost touching the house tops.

The Irish bishops at their meeting at Maynooth today issued a statement

FRANCHISE BILL AGAIN UNDER DISCUSSION

In Committee of the Commons and Non-contentious Sections Agreed to.

AN AMENDMENT

Prohibiting Contributions to Campaign Funds Was However Voted Down After Long Arguments.

Special to The Standard
Ottawa, April 13.—The House of Commons today wrapped itself into a cloak of virtue and unctuously raised its voice in protest of campaign funds. In 1908, Parliament passed an act prohibiting corporations subscribing to party whistles or to the expenses of individual electioneers but when the fact was recalled this evening, members almost gasped their astonishment, so far has the legislation been forgotten. Everybody had apparently been under the impression that the same law, incorporated into the present Franchise Act, was a new and heroic act of regenerated democracy, and when Mr. Guthrie reminded the House that it was really getting hoary with age, even the old timer seemed amazed.

The fact is, of course, that this law, like countless others, has been to all intents and purposes as dead as Queen Anne, far as its observance was concerned; Corporations, as the rank and file political amateur knows, having contributed so much toward political parties and causes during the past twelve years at any time in history.

The Farmer group, however, saw in this clause something especially designed to injure their cause. They contended that it was aimed at Farmer organizations and grain growers, which political-economic in their constitution, would come under its provisions (purely political organizations, whether incorporated or not, are not interfered with) and with Mr. O. R. Condit leading them, staged a considerable demonstration.

The fight was somewhat intensified and not a little confused by Mr. A. R. McMaster, of Bromo, who moved an amendment limiting individual election subscription to \$10,000 and compelling candidates to publish all donations given them, with the names of the subscribers, within two weeks after they were received.

Mr. McMaster, with more than average ability, would make a member of the House a member of a pharisee, "holier than thou" attitude and did not make speeches that sound like an editorial from the New Republic. Today he talked as if all his fellow-men were thugs and thieves, as though Canadian politics was a cesspool of filth and a Canadian elector a virtuous member for Bromo alone, apparently, stood aloof from such horrible things as election contributions, while as for the benighted Tories and manufacturers and corporations, their electioneering intimacies are more than Canada can stand.

The list of names included: Government representative, F. A. Acland, Deputy Minister of Labor, Ottawa; employers' representative, J. G. Merriell, Toronto; employees' representative, Tom Moore, Ottawa; substitute, Arthur Martel, Montreal.

For Nova Scotia—Government representative, Major J. J. Macdonald, Halifax, N. S.; employers' representative, Fulton J. Logan, Musquodoboit Harbor; employees' representative, John A. Gillis, Sydney.

For New Brunswick—Government representative, Hon. C. W. Robinson, Moncton; employers' representative, James McLean, Bathurst; employees' representative, Gus Langbein, St. John.

London, April 13.—A strike of railway workers was considered improbable today following the granting of a number of small increases under a sliding scale by the Central Wage Board. The increases are declared to be commensurate with the increased cost of living and retroactive to November 1. The wage board will consider at an early meeting the demands of the national railway unions for an increase of one pound weekly for certain of the railway men.

The demands on which the announced increases were made by the board today called for a shilling a day increase for engine drivers, two shillings a day for cleaners, and a pound sterling weekly for other railway men.

London Gossip
ABOUT NOTABLES
(Special Cross-Atlantic Cable Service to The Standard. Copyright.)
London, April 13.—King Gustavus of Sweden arrives in London today to spend a few days and later goes to South France, where he will spend some time with his father-in-law, the Duke of Connaught. Lady Patricia Ramsey, better known as "Princess Pat," with her husband have taken rooms for the summer at Birchington near the popular seaport of Margate. Lady Cavendish and fiancée, Capt. Harold MacMillan are passing happy days in getting ready for their wedding. They have taken a house in the west end of London, and are furnishing it themselves. Friends dilate about the change in her brought about by the stay in Canada. She has developed into a broadminded, independent girl and wins everyone's approval. MacMillan will enter his father's publishing business after the marriage.

LATER.
London, April 13.—Decision to modify the treatment of Irish prisoners who were arrested under the Defence of the Realm Act has been conceded by the British Government, notwithstanding Andrew Bonar Law's statement in the House of Commons yesterday. It is stated in unofficial but well-informed sources.

It is understood the men now in Mount Joy Prison will not be released, but will be granted certain concessions which, according to some reports will take the form of privileges usually accorded political prisoners. These concessions will apply only to those who have not been tried and those who have been tried and convicted will not be able to take advantage of them.

The Same Old Story



THE FORTHCOMING LABOR CONFERENCE

Representatives of Nova Scotia and New Brunswick Named—P. E. I. Yet to Come.

Ottawa, April 13.—(Canadian Press)—The names of representatives from all the Provinces of Canada, with the exception of Prince Edward Island, who are to participate in the conference to co-ordinate and unify the labor laws, which will take place here on April 26, have been made public.

Each Province will send a representative of the Government, an employer and one of the employees. These will meet with a representative of the Dominion Government and a representative of labor and one of the employing interests for the whole of Canada.

The list of names included: Government representative, F. A. Acland, Deputy Minister of Labor, Ottawa; employers' representative, J. G. Merriell, Toronto; employees' representative, Tom Moore, Ottawa; substitute, Arthur Martel, Montreal.

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NO STRIKE AMONG BRITISH RAILWAYMEN

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LONDON GOSSIP ABOUT NOTABLES

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THE NEW NATIONAL PROGRESSIVE PARTY

Finds it Necessary to Assure Themselves and the Public That They Are Not Disunited.

Ottawa, April 13.—Categorical denial of the charges made in an editorial of a local paper yesterday that the new National Progressive party was disunited with internal schisms is made by members of the party today.

Levi Thompson (Qu'Appelle) who presided at today's informal caucus of the party, issued a statement in afternoon quoting the charge and adding: "There is absolutely no truth whatever in these charges and no foundation for making them. We are all united and know exactly where we stand on the really important matters to come before the House this session."

The list of names included: Government representative, F. A. Acland, Deputy Minister of Labor, Ottawa; employers' representative, J. G. Merriell, Toronto; employees' representative, Tom Moore, Ottawa; substitute, Arthur Martel, Montreal.

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ST. JOHN BILLS

Fredericton, April 13.—In the Legislature this evening, Mr. Baxter withdrew the St. John Street Paving Bill, and the fee paid thereon was ordered refunded.

The N. E. Power Co. Bill was before the Corporation Committee this morning. It was considered in private, and nothing has transpired as yet in connection with the Bill. The Bill will again be taken up by the committee on Friday next.

MONCTON STREET CAR SERVICE TO RE-COMMENCE

Special to The Standard.
Moncton, April 13.—Moncton Street Car service which has been out of commission since the car barns were burned down Christmas Eve last, will be resumed in a few days, officials of the company stated.

Immigration Inspector Wilnot was a visitor to Moncton today on business in connection with his department. He went to Rexton to hold inquiry and will hold an inquiry here on his return tomorrow.

Moncton Taxicab men are asking the city council for authority to increase their charges from forty to fifty cents within city limits.

BRITAIN AND FRANCE MUST ACT TOGETHER

If Peace of Europe is to be Assured These Two Nations Must Stand Side by Side.

Paris, April 13.—Both Great Britain and France realize the entire necessity of keeping in accord for the solution of the pending problems with regard to Germany and other parts of the world. Premier Millerand told the Chamber of Deputies this afternoon in referring to the questions raised by the French occupation of territory in the German neutral zone.

The Premier also referred to the attitude of Belgium in supporting the opinion of France in the occupation of the zone, this reference evoking an enthusiastic demonstration and long applause from the assembled deputies.

Winnipeg, April 13.—No shortage of freight cars to move the 1920 crop is anticipated by the Canadian Pacific Railway, according to W. B. Lanigan, Freight Traffic Manager, who is in Winnipeg today on his way to Montreal after a Western trip.

"We will have plenty of cars if we get back those that are now in the United States," he said. "Arrangements are being made for their return, and they have 17,000 more cars of ours than we have of theirs."

P. E. I. POTATO MEN ORGANIZE

Charlottetown, P. E. I., April 13.—A Prince Edward Island Potato Association, with a constitution along the same lines as the New Brunswick organization, was formed here yesterday. The proposal of the Falk Potatoes Company to erect a mill here was endorsed.

The City Council last night decided to adopt daylight saving for Charlottetown.

J. J. McCAFFREY SELLS HOTEL FOR \$325,000

Toronto, April 13.—The famous old Bay Tree Hotel, and the land it stands on, at the corner of Bay and Adelaide streets, has been sold by the owner, J. J. McCaffrey, President of the Toronto Ball Club, to a local syndicate for \$325,000. It is understood that the present building will be torn down to make way for a million-dollar ten-story office building.

FINE OF \$25 FOR STEALING A RIDE

Special to The Standard.
Moncton, April 13.—Stanley Richard, three young men, hailing from Amherst, were arraigned in the police court this morning charged by the C. N. R. police with stealing a ride on the train. They pleaded guilty and were fined \$25 each for three months in jail.

UNITED MINE WORKERS HAVE FINISHED WORK

For Present Session and Have Adjourned Till Next Year at New Glasgow.

NEW WAGE SCHEDULE

Convention Resolves to Stand Behind Minto Miners if They Should Decide to Go Out on Strike.

Truro, N. S., April 13.—The convention of the United Mine Workers of America concluded its sessions this afternoon and adjourned to meet at New Glasgow in April next year.

The executive and wage scale committee leave for Halifax where they will sit in session to tabulate the proposed wage agreement and present it to the operators or their representatives.

A petition from Bessboro Mines asking the convention to demand a six day and a five day week was reported on unfavorably. The committee recommended an eight hour day for the purpose of improving sanitary conditions in such towns as participates was adopted.

The chair recognized the motion to re-open the debate on the Minto miners request for cooperation in case of a strike, and the following resolution presented from the floor was adopted: "Whereas, The members of the union in the Minto division of district 26 are being unfairly dealt with; and whereas, The miners in this district have asked this convention to assemble at Truro, that if the Minto men come out on strike that steps be taken to prevent coal being shipped in there from Nova Scotia and United States of America.

"Resolved, That this convention assembled go on record as being in sympathy with the miners in this district and respectfully request that such measures be taken, if possible, by the executive to meet this request."

After votes of thanks were passed to the citizens of Truro the convention adjourned.

GRAND FALLS MURDER CASE AGAIN PUT OFF

Accused Not in Fit State to Attend Court at Present Time.

Special to The Standard.
Peter Bois (Wood), who is charged with assisting Newman Clark, the alleged murderer of Miss Phoebe Bell, in his escape from Grand Falls hospital on the night of April first, appeared before the police magistrate, N. A. Hanson, in the county jail here this morning, and was admitted to \$1,000 bail to appear for examination on April 21. Newman Clark, who was to appear today, was considered physically unfit, and was further remanded to appear for examination on April 21.

NO SHORTAGE OF FREIGHT CARS TO MOVE COMING CROP

Winnipeg, April 13.—No shortage of freight cars to move the 1920 crop is anticipated by the Canadian Pacific Railway, according to W. B. Lanigan, Freight Traffic Manager, who is in Winnipeg today on his way to Montreal after a Western trip.

"We will have plenty of cars if we get back those that are now in the United States," he said. "Arrangements are being made for their return, and they have 17,000 more cars of ours than we have of theirs."

IDENTITY OF SHELL SHOCKED SOLDIER

Ottawa, April 13.—Confirmation of the identity and criminal record of Clyde Denham, who has been posing at Toronto as "Frank Hall" the mystery soldier, has been established through the finger print system by the federal authorities here.

WILL THEY GIVE IN?

Belfast, April 13.—The Evening Telegraph's Dublin correspondent wires, under reserve, a statement that the Cabinet is about to grant the demands of the Irish hunger strikers.

DYNAMITERS BUSY.
Everett, Mass., April 13.—Yeggs dynamited the Post Office safe here early today and the building was destroyed in the fire which followed. The thieves secured only \$115.

SALE OF LIQUORS.
Boston, April 13.—The Legislative committee on legal affairs today voted favorably on a bill which would legalize the sale of liquors containing 2.75 per cent. alcohol.

COST OF PRINCE'S VISIT.
London, April 13.—(By Canadian Associated Press)—It is officially stated that the Canadian visit of the Prince of Wales cost this country \$2,000.

BUDGET DEBATE CONTINUED IN LEGISLATURE

By Hon. Mr. Veniot, Who Entered Upon a Lengthy Defence of His Policy.

MR. YOUNG OF YORK

Who Followed, Claimed That if More Stumpage Was Demanded, Teachers Could be Paid Better Salaries.

Special to The Standard
Fredericton, N. B., April 13.—The Minister of Public Works was the big noise at today's session of the Legislature. No member of any government even attempted to shoulder such responsibilities as did the Hon. Peter Veniot. He is who assumes the onus of the big deficit of over \$300,000 for the fiscal year ending in October.

The Minister was patient and pleasant in appearance on the floor of the chamber the Minister who was to enlighten the public on his reckless extravagance.

The Minister was given a glorious opportunity to square himself with the people but he failed to rise to the occasion. The Minister of Public Works is sometimes referred to as being bombastic. His tactics of today would bear out that statement. He was loud of voice but lamentably weak in his logic. He was certainly determined to leave his mark in Legislative halls, if not by his deeds of statesmanship then by his acts as he certainly left the imprint of his massive fist upon his innocent desk. The Minister evidently believed all he said whether anybody believed it or not.

The Minister in the beginning of his debate on the Budget, spent considerable time in laudation of his own works. Besides being convinced that he is a great man, he is also proud of his nationality and his religion. No one disputes his claim to the latter glory, many will question his claim however, to greatness. He surprised all who heard him by telling the members that his road building was of such a high standard that it had been accepted by the Dominion Government as the method to be employed by them in the future. The Hon. Peter believed this. No one else seemed to take it seriously. To justify his extravagant expenditure in road work he attempted to bluff his hearers into the belief that New Brunswick had better roads than the highways of the border state of Maine. This caused a smile to cross the faces of automobilists present who frequently take the roads to Maine for the pleasure of riding over good roads. Those who are familiar with Maine roads are not impressed by the Minister's laudation attempt to justify himself. The Minister side stepped all accusations as being a stank perted in distribution of road money in the work of his department. All work, according to him, was not done in the counties of the north. He would have the hon. members to understand that he had done considerable work in Queens county. He had caused the alder bushes to disappear from the highways so that the sun could shine in, and he had also built a beautiful road to the front door of the residence of the Speaker of the House.

After passing the customary congratulations to previous speakers, Mr. Young, of York, entered into a discussion of the topics of the day in their relation to affairs of the Province. Being a lumberman, he went into an exhaustive review of the stumpage rate and revenues herefrom. He was of the opinion that had the Government accepted his suggestion of a year ago that a base rate of \$5.50 per thousand be asked, the treasury of the Province would show a surplus of \$300,000 rather than a deficit as is admitted by all members of the Government.

Mr. Young thought the taroads being made by the wood pests upon the standing timbers was deserving of special consideration. The havoc already wrought is quite appalling, and the speaker believed it was the duty of all factions to join in giving every aid to stamp out the pest. Mr. Young also thought it was the duty of the Crown Lands Department to make a special effort to set the stumpage of the affected timbers, making a price attractive to operators.

The member from York is very much in favor of increasing the salaries of teachers, but objects to increasing the school tax of the communities 100 per cent. when the lumbermen are not paying what they should for the timber gathered from the Crown Lands. From the Crown Lands Mr. Young believes the extra revenues for school teachers should come.

The gentleman from York was fair in his criticism of the road work and gave the hon. Minister of Public Works full credit when credit was due. The speaker's complaints were the same as those of other complainants—judicious expenditure. Mr. Young spoke with a knowledge of affairs that was convincing and his remarks carried great weight.

The Minister started out at one point in his debate to tell what he was doing or going to do for the farmers of New Brunswick. After announcing the sub-head of the debate, he went off on a tangent and the farmers are still waiting to hear what he is going to do for them. He did say, however, that when he had more money to handle he expected to do

(Continued on page 2.)

You Need Raincoat

Need raincoat? Guaranteed rainproof or we give another coat. A good selection also of Gaberdines several qualities.

Waist-line, or regular in long or medium girth. Priced \$15 to \$45.

These clothes are too precious nowadays not to have protection these coats afford.

DIED.

At Boston, Mass., on the evening of April 13, 1920, Eleanor Ford, youngest daughter of the late William and Bridget Lavelle of Westville, N. B., leaving one son and one daughter.

EXPENDITURES OF \$17,000,000 TO BE MADE IN ONTARIO

According to the Estimates brought down in the Budget Speech Yesterday.

Ontario, April 13.—The Budget was brought down in the legislature this morning by Hon. Peter Smith, Provincial Treasurer. The estimates will show the expenditure of the province to be in the neighborhood of \$17,000,000 including supplementary estimates.

When Georges Carpentier arrived in America to box Dempsey the people at the pier were accorded a surprise. Georges looks anything but a fighter. Although Carpentier has been in the ring since he was a boy of twelve years, and experienced many long, hard battles, he does not carry a mark. There is nothing of the popular conception of a fighter about him.

The government has set capital expenditure wherever possible. The provincial Treasurer declared, "We do not reduce much on public institutions or on education. If anything, we should increase on the latter."

Ontario's total receipts for the fiscal year ending October 31, 1920, will be \$20,101,273.88, according to the estimates submitted by Hon. Mr. Smith.

Mr. and Mrs. A. E. Nash of Halifax, registered at the Dufferin. Philip M. O'Neil of Montreal is in the city yesterday.

Mr. and Mrs. W. E. Cochrane of St. Martin's are in town yesterday.

There was no parade of the elements and the big Hippodrome organization in New York this year to mark the fifteenth anniversary of the Hippodrome opening.

MAJOR LEAGUE BASEBALL SEASON WILL OPEN TODAY

Seven National and American Circuit Cities Will See the Grand Old Game This Afternoon, Weather Permitting—Special Arrangements to Celebrate the Beginning of the 1920 Season.

Major League baseball teams open the season in seven National and American circuit cities today, weather permitting, in the initial games of what is to be one of the best seasons in the history of professional organizations.

Forecast indicates fair and cooler weather with high winds for a majority of the baseball parks, but this will hardly check the enthusiasm of baseball fans judging from reports of advance reservations, sales at all the cities involved.

According to the schedules of the two leagues, there will be opening games in two eastern and two western cities of each circuit today and the visiting teams will, in turn, open the season at their own ball parks on April 23.

In the National League, Pittsburgh will play at St. Louis; Chicago at Cincinnati; Philadelphia at Brooklyn and Boston at New York.

All Prize Fighters Not Ugly Looking

Carpentier, Leonard, Kilbane, Wilde, Mason, Britt, Thomas, Ketchell, Erne, Lavigne, Ritchie, Lewis, Erle, Wells and Corbett, Are Fine Looking Men.

When Georges Carpentier arrived in America to box Dempsey the people at the pier were accorded a surprise. Georges looks anything but a fighter. Although Carpentier has been in the ring since he was a boy of twelve years, and experienced many long, hard battles, he does not carry a mark.

There is Benny Leonard, lightweight champion, who would be taken for a bank clerk more often than a professional prize-fighter. Leonard carries no cauliflower ears, smashed eyes, or broken nose. He is just a quiet, well-behaved young man who makes his living by the skill of his hands.

Johnny Kilbane, the featherweight champion, is clean-cut and intelligent. Recently he ran for office in his home town of Cleveland and polled a big vote. All that he has to show for a long career inside the ropes is a pleasant smile and a bank roll.

Little Jimmy Wilde, the king of the little fellows, looks more like a choir boy than a prize fighter. Frankie Mason, his opponent, is the sporting editor of a newspaper and gives no facial indication of many years in the ring.

Jimmy Britt—one of the very best fifteen years ago. A kid glove fits his hand as well as a boxing glove. He wore the best of clothes—silk topper and silk—making the difference between schoolmate and his celebrated opponent Battling Nelson. Nelson always referred to Britt as the "Dude" and was much charmed to lose several battles to him.

Britt stripped without the sign of a muscle on his smooth body. Yet what he lacked physically, he made up mentally—being one of the most intelligent fighters ever in the game. He whipped the tough guys, such as Battling Nelson, Willie Fitzgerald, Martin Canale, Young Corbett and Charles Sieger. He is on the stage today, a successful little gentleman.

Joe Thomas and Stanley Ketchell are two of the handiest men ever in a ring, yet they met in one of the greatest battles ever fought. It lasted thirty-two rounds before Thomas was beaten down to stay.

Frank Erne, once champion of the world, is another neat appearing little man. Kid Lavigne, another champion, had a terror, looked like a nice quiet little blue-eyed boy.

AMERICAN MEN SWIMMERS THE FASTEST IN THE WORLD, WITH WOMEN CLOSE SECOND



States are the best in the world. This is certainly true of the sterner sex, and it is a question if it is not also the case with our women who are adepts in aquatics. Possibly Fanny Durack and Mina Wylie, the Australian stars, may be able to defeat the best of the fair swimmers, and if they can only adjust their differences with the Amateur Athletic Union some of the most interesting competitions of the year should ensue.

Local Bowling

NASHWAUK GAME. The Nashwauk Machine Shop team took all four points from the Nashwauk Specials in a game rolled on Black's Alleys last night.

Bill Sharon Has Been Sold

Speedy Youngster Raised from Colt by Sam Boyle of Fredericton, Goes to Archie Alcoine of Boistown for \$3,500.

The Entry List For The Championships

All Completed for Provincial Wrestling Championships in the Y.M.C.A. "Gym" This Evening.

The "Bean Ball" Has Shortened Careers

The feared "bean ball" has shortened the career of many a baseball star and resulted in very serious injury to scores of players.

LARGE NUMBER OF BUILDING PERMITS ISSUED MONCTON

Moncton, April 12.—Evidence that there will be renewed building activity in Moncton this summer is found in the building permits which up to date this year equal the number of permits issued in the same period in the boom year of 1919.

SHOES COST TOO MUCH.

There was no parade of the elements and the big Hippodrome organization in New York this year to mark the fifteenth anniversary of the Hippodrome opening.

Conditions of Golf Championships

New York Authorities Receive Copies of Condition Governing British Open, and Amateur Championships of 1920.



New York, April 10.—(The Associated Press.)—Local golf authorities have received copies of the conditions governing the British open and amateur golf championships of 1920 which were adopted at a recent meeting of the Championship Committee held at St. Andrews, Scotland.

MRS. DEMPSEY BARRED IN GIVING EVIDENCE

Washington, D. C., April 12.—When Jack Dempsey, the pugilist, goes to trial in San Francisco on a charge of having evaded the draft law, he will not have to face Maxine Dempsey, his former wife.

Depends on Infield Experiment of Manager McGraw.

New York, April 12.—The chances of the Giants in the 1920 pennant race will depend almost entirely on how Manager McGraw's infield experiment turns out.

OLYMPIC MARATHON Course for Race Has Been Decided On.

Antwerp, April 12.—The course for the Olympic Marathon race, the principal individual event of the Olympic games, has been officially selected, and promises an excellent test for the long distance runners of the world.

SCREEN TO EDUCATE PEOPLE OF SERBIA

Throughout Serbia there are few moving picture houses. This is an art that has not yet been generally introduced to that country.

DEPOSIT FORFEITED BY ST. JOHN MAN

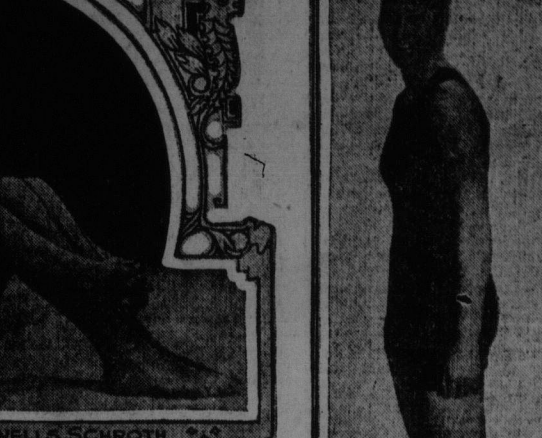
Special to The Standard. Moncton, N. B., April 12.—Two men giving their names as John Edward Drew of 511 Brunswick street, St. John and James Hold, 74 Water street, Halifax, were arrested by the police Saturday night charged with being engaged in the Huer traffic failed to appear today in the court to claim their deposit of \$265.00.

ROTARY CLUB

F. L. Cunningham, the C. N. St. District Passenger Agent east of Montreal, was registered at the Royal Hotel yesterday and will accompany the members of the St. John Rotary Club who leave today in a special car attached to the Trans-Canada for Charlottetown this morning where the local men will attend the convention.

Conditions of Golf Championships

New York Authorities Receive Copies of Condition Governing British Open, and Amateur Championships of 1920.



New York, April 10.—(The Associated Press.)—Local golf authorities have received copies of the conditions governing the British open and amateur golf championships of 1920 which were adopted at a recent meeting of the Championship Committee held at St. Andrews, Scotland.

MRS. DEMPSEY BARRED IN GIVING EVIDENCE

Washington, D. C., April 12.—When Jack Dempsey, the pugilist, goes to trial in San Francisco on a charge of having evaded the draft law, he will not have to face Maxine Dempsey, his former wife.

Depends on Infield Experiment of Manager McGraw.

New York, April 12.—The chances of the Giants in the 1920 pennant race will depend almost entirely on how Manager McGraw's infield experiment turns out.

OLYMPIC MARATHON Course for Race Has Been Decided On.

Antwerp, April 12.—The course for the Olympic Marathon race, the principal individual event of the Olympic games, has been officially selected, and promises an excellent test for the long distance runners of the world.

SCREEN TO EDUCATE PEOPLE OF SERBIA

Throughout Serbia there are few moving picture houses. This is an art that has not yet been generally introduced to that country.

DEPOSIT FORFEITED BY ST. JOHN MAN

Special to The Standard. Moncton, N. B., April 12.—Two men giving their names as John Edward Drew of 511 Brunswick street, St. John and James Hold, 74 Water street, Halifax, were arrested by the police Saturday night charged with being engaged in the Huer traffic failed to appear today in the court to claim their deposit of \$265.00.

ROTARY CLUB

F. L. Cunningham, the C. N. St. District Passenger Agent east of Montreal, was registered at the Royal Hotel yesterday and will accompany the members of the St. John Rotary Club who leave today in a special car attached to the Trans-Canada for Charlottetown this morning where the local men will attend the convention.



Sussex

Sussex, April 9.—Miss Della Green of Moncton, is the guest of Mrs. Charles P. Clarke for a week. Misses Julia Keith and Hazel White of Mt. Allison, spent the holidays at their home here.

away and there are open places along the shore. Mrs. James Ward is visiting Mrs. George H. King this week. Mr. Gerald King spent Sunday at his home, returning to Miram on Monday.

Shediac

Shediac, April 8.—The streets are clear of snow, and the high winds of the past few days are blowing the snow and the harbor is rapidly clearing of ice.

Buster Sunday was very fine, enabling the visitors in town to enjoy the week-end. The churches were well-attended. Sermons appropriate to the occasion were given and special services put on by the churches.

Mr. D. W. Harper, manager of the Provincial Bank, St. John, visited his old home in town last week. Mr. W. Stovall, of the Bank of Montreal, Woodstock, was among strangers in town for the Easter holidays.

Mr. Fred Murphy is another Shediac citizen who has been in the hospital the past week. The friends are hoping for their speedy return to health.

Chipman

Chipman, April 9.—The Social Service Council met in the hall Monday evening when new officers were elected. The new officers are: president, S. S. Swaine; vice-presidents, Rev. A. Oshersland, Rev. D. Price and Rev. E. J. Conway; secretary, Mrs. A. Armstrong; treasurer, Dr. A. Armstrong; executive, George Davis, H. Burton, H. H. Miller, Robert Jewett and Harry Darrah.

Miss Olive Brown went to St. John on Friday. Mrs. Henry Craig visited her parents, Mr. and Mrs. S. Beck at Coal Mine last week. Miss Margaret Richardson of Halifax Ladies' College and Mr. Don Richardson of Mount Allison University, who spent the Easter holidays at their home, returned to their studies Tuesday.

Rev. E. J. Conway returned on Saturday from Hampton, where he was called to see his father who was seriously ill with pneumonia but who is now recovering. Miss Sharp, principal of the school, returned from her visit to Sussex on Tuesday.

St. Stephen, N. B., April 7.—Miss Isabel and Adelia Clewly, of Fredericton, were guests, during the week, at the home of their uncle, Mr. W. H. Stevens, in attendance at the funeral of their father, the late Ivan Leslie Clewly.

Andover

Andover, April 12.—Rev. Mr. Waldron spent the past week in Woodstock. Mr. and Mrs. Edward Waugh and Dorothy Waugh who have spent the winter at Five Fingers, Que., arrived home on Tuesday.

Mr. and Mrs. William Heddel spent the Easter vacation with relatives in Woodstock. Sheriff Abbot Foster and Deputy Sheriff Moores of Woodstock, were here last week having brought Norman Clark to the County Jail here.

Mr. Ernest Hoyt arrived home on Wednesday from Montreal. Miss Rose Hoyt went to Madam to accompany him home. Many friends hope Mr. Hoyt's sight may be finally restored.

Mr. and Mrs. Guy O. Porter returned home on Thursday from a trip to Boston, New York and Philadelphia. At the special Jolly day at the home of the O. W. V. A. Good music was furnished by the Knott's Orchestra of Port Huron and a program of twenty dances was enjoyed. The ladies furnished a buffet lunch at midday.

Mr. and Mrs. J. W. Smith and Miss Hazel Smith have returned from Boston, where they have been spending the winter months. Mr. and Mrs. George Kimball, of Ononcton, spent Easter with their daughter, Mrs. F. H. Holmes, at the Methodist Parsonage, King street.

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Mr. and Mrs. Elmer Anderson, of St. Andrews, were recent week-end guests of Mrs. Robert Webster at her home on Duke street. Miss Ruth E. Murchie spent her Easter vacation from Bates College at the home of her uncle, Mr. Henry S. Murchie in Calais.

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Mr. and Mrs. E. Smith, of St. John, spent the Easter week-end with his family in town. Miss Alma Douglas is at home from Normal School for the Easter week.

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Rothsay

Rothsay, April 8.—Mr. John M. Hastings who through illness was confined to the house for twelve weeks, is out again, and being greeted by many friends.

For their niece, Miss Annie Armstrong, who expects soon to go to Montreal, there is a course of training in nursing at the Royal Victoria Hospital, Mr. and Mrs. F. Puddington entertained last night at a dinner at the Manor House.

Miss Helen Wilson, Miss Jeanette Bullock, Messrs. Cyrus Inches, Barker, Arthur Schofield, Jack and George Wadsworth, at her home on Main street, Calais, has returned to Ottawa.

Miss Hazel Polley is the guest of friends in St. John. Dr. J. D. Lawson is visiting friends and relatives in Aroostook Co., Me. Fred Irving, who has been a patient in the Military Hospital, Toronto, is the guest of his mother, Mrs. George Irving, at her home on the Valley road.

Mrs. John Woodward announces the engagement of her daughter, Nettie May, to John Frederick O'Dell, of Sussex, the marriage to take place at an early date.

Mr. and Mrs. Harry Acker announce the engagement of their son, Louis, to Miss Inez Boushield of Matvey, Mass. The marriage to take place in the late summer.

Mr. and Mrs. Ned Murchie have returned from a visit to Boston. Miss Florence Murchie spent the Easter vacation with friends in Moncton.

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Hampton

Hampton Station, April 8.—Mr. and Mrs. G. M. Wilson spent last Sunday in St. John, the guest of their daughter, Mr. and Mrs. H. H. Scott.

Miss Francis Langensmith is spending a few weeks in Moncton. Rev. Stanley Holps has returned from a visit to Boston. Dr. and Mrs. J. J. Ryan spent last Thursday at Hampton. Dr. and Mrs. Ryan will open their home at Lakeside for the summer, very shortly.

Miss Frances Fairweather and Miss Trivia spent the Easter holidays in Moncton. Miss Bartlett was a guest of Miss Turnbull over Easter week.

Miss Ruth Baxter spent Easter at her home, Westfield Beach. Clarence McCreedy of the Wolfville College, spent Easter with his parents, Mr. and Mrs. G. Myes McCreedy.

Rolland Barrow of University of N. B. Fredericton, spent Monday here. Miss Constance March spent Easter in St. John with her sister, Mrs. Kathleen March.

Mr. and Mrs. E. A. Schofield were visitors here on Tuesday last. The Women's Institute met in the 11th School on Friday last. The President, Mrs. Dunge occupied the chair. Miss Travis gave a talk on Sweden.

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Montreal Sales

(McDowall and Cowans) Montreal, April 12. Morning Sales. Steel Canada Ptd.—5 @ 97. Steamships Com.—5 @ 74 1/2; 60 @ 75.

Steamships PM—15 @ 81 1/2. Brantford—189 @ 45; 20 @ 46 1/2. General Com.—12 @ 85. Steel Canada Com.—5 @ 81. Howard Smith Ptd.—5 @ 100. Cement Bids—50 @ 82 1/2.

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N. Y. Cotton Market

(MacDowall and Cowans) Cotton. High Low. Close. January... 33.33 32.70 33.50. May... 35.30 34.50 35.25.

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Advertisement for Studebaker Series 20 cars. Features: Beautiful in Design, Thoroughly Modern, Mechanically Right. Present capital investment, \$60,000,000. Plants cover 225 acres; buildings contain more than 7,500,000 square feet of active floor space. Studebaker owns its foundries, forge plants, stamping plants, spring plants, and body shops. The Series 20 Cars perpetuate the Studebaker reputation which for years has stood for high quality, honest dealing and fair prices.

Advertisement for Republic Trucks. Features: Have proven their worth to over 60,000 owners. There are more Republic Trucks in use than any other make. Their record for ruggedness, for performance, for economy stands unequalled. These facts have made the Republic Company in seven years the largest manufacturers of Motor Trucks in the world. A special feature of the Republic Truck is the self-acting POWRLOK. The moment one wheel loses traction, power is instantaneously applied to the other wheel. Then under the impulse of traction on both wheels the car pulls out of the rut. The state of Massachusetts gave Ten of these Trucks to the Relief of Halifax. Sold in St. John, N. B. by J. CLARK & SON, LIMITED. E. P. Dykeman, Local Manager.

Advertisement for Prince George Hotel. Features: Located in Centre of Shopping and Business District. 250 ROOMS. EUROPEAN PLAN. 600 ft. TOWER. 100 ft. TOWER.

THE STANDARD'S FINANCIAL SECTION

MONTREAL SALES

(McDowall and Cowans)
Montreal, April 13.

Morning Sales

Steel Canada Ptd.—5 @ 97.
Steamships Com.—60 @ 74½; 60 @ 75.

Steamships Ptd.—15 @ 81½.
Brazilian—180 @ 48; 20 @ 46½.

Consent Common—12 @ 85.
Steel Canada Com.—200 @ 81.

Howard Smith Ptd.—6 @ 100.
Consent Bonds—500 @ 82½.

Dom Iron Ptd.—6 @ 80.
Shawinigan—25 @ 110.

Shawinigan—450 @ 103.
Abitibi—5 @ 320; 25 @ 322; 25 @ 321; 25 @ 322.

Goodwin Ptd.—74 @ 90.
Laurentide Ptd.—5 @ 88½.

Loyal—15 @ 82.
Smelting—30 @ 27½.

McDonald—35 @ 83.
Waynamack Bonds—3000 @ 85; 1000 @ 84½.

Quebec Railway—35 @ 26½; 15 @ 26.

Atlantic Sugar Com.—80 @ 88½; 75 @ 89; 80 @ 89½; 100 @ 90; 165 @ 89½; 25 @ 88½; 45 @ 89½.

Breweries Com.—80 @ 51½.
Span River Ptd.—25 @ 96; 20 @ 94; 10 @ 94½.

Spanish River Ptd.—275 @ 140; 225 @ 141.

Brompton—50 @ 85; 480 @ 85; 100 @ 90; 50 @ 89; 25 @ 88½; 25 @ 89½; 100 @ 89; 20 @ 88½; 210 @ 89½; 25 @ 89½; 75 @ 89½; 25 @ 89½; 50 @ 80.

Ames Holden Ptd.—5 @ 104½; 25 @ 104.

Dom Canners—10 @ 62.
Can Cotton Ptd.—6 @ 78.

Can Cotton Bonds—80 @ 83.
Afternoon Sales

Steamships Com.—30 @ 76.
Brazilian—10 @ 47½.

Steel Canada Com.—10 @ 81½.
Dom Iron Ptd.—1 @ 80.

Steel Com.—25 @ 71; 5 @ 70½.
Shawinigan—7 @ 110.

1925 War Loan—1000 @ 94½.
Montreal Power—30 @ 87.

Detroit United—70 @ 100.
Abitibi—10 @ 223½; 25 @ 226; 5 @ 226.

Laur Ptd.—30 @ 97½.
Brompton—150 @ 78½.

Quebec Railway—20 @ 20; 50 @ 20; 10 @ 20.

Atlantic Sugar Com.—150 @ 89; 110 @ 88½; 25 @ 89½; 25 @ 88½.

Breweries—35 @ 51½; 20 @ 51½; 60 @ 51½.

Spanish River Com.—100 @ 94½; 150 @ 94½; 5 @ 92½; 35 @ 93½.

Span River Ptd.—25 @ 141; 50 @ 140½; 115 @ 140.

Brompton—230 @ 85½; 10 @ 89½; 250 @ 80; 50 @ 89½; 150 @ 89½; 10 @ 89 5/8.

Dom Canners—25 @ 62.
Glass Com.—25 @ 94; 25 @ 94.

Ames Ptd.—25 @ 104.
(Published by McDowall & Cowans)
Montreal, April 13.

N. Y. COTTON MARKET

(McDowall and Cowans)
Cotton

High. Low. Close.
January 33.33 32.70 32.50

May 34.00 33.50 33.25

July 33.50 33.00 32.75

October 32.80 32.50 32.25

December 34.37 33.60 34.37

RAW SUGAR MAY GO HIGHER YET

(F. B. McCurdy & Co.)

I hear that a further rise in the price of raw sugar is imminent. This will help the cane growers and is undoubtedly the reason for the strength in shares of these companies. Cuban American sugar sold at 850 today, the highest point on record. Its shares will likely be up to 10 to 1 very shortly. It is one of the late crop companies and should participate in the high prices for raw during the summer months.

NEW YORK MARKET WAS IRREGULAR

Call Money Goes up to Twelve Per Cent.

New York, April 13.—Traders and professional interests almost as a whole seemed disposed to pay less attention to the railroad strike today, basing their confidence on the belief that the strike is on the wane. The stock market was strong in spots, however, food shares, secondary stocks, equipments, shipping and miscellaneous specialties, and variable gains, while straw-hat makers in the industrial division were irregular and occasionally heavy. Conditions in the money market are not materially altered, call money being at seven per cent and advancing to 12 on the usual belated demand in the final dealings.

Foreign exchange rates from its recent continuous depression, chiefly, it was believed, by reduced offerings, British, French and Italian bills made up part of yesterday's reveal, but the German mark broke sharply.

The stock were at their very best in the last hour, with Oils of the Texas and Mexican groups were run up suddenly at the expense of the shorts.

Bonds at no time shared in the strength of the market, that division suffering from impairment from the weakness of Liberty and Victory issues, as well as lower tendencies for railroads, steel, par values, aggregated \$17,500,000.

Shippings & minor industrials also participated in the advance, as firm to start some prevailing at the close, sales amounted to 1,050,000 shares.

Old U. S. rose ½ on call and Panama declined one point on call; others unchanged.

PULP SKY-ROCKETING

Montreal, April 13.—The explanation offered in circles close to pulp and paper quarters for the sharp advance which has taken place in the share of one or two of the pulp companies is that the demand for pulp is never so insistent and prices are going to extraordinary heights.

"Within the past 30 days," said a manufacturer, "the price of sulphite pulp has gone up like a sky rocket, and prices are today double what they were a year ago and a year ago it was thought by many that they had reached the top. Bleached sulphite has been sold at \$230 a ton and unbleached sulphite at \$150 a ton f.o.b. cars at the mill."

A sulphite famine prevails the world over, and the time seems to be here when all we have to do is to ask for whatever price we wish and it will be paid.

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SUMMARY OF THE NEW YORK MARKET

(F. B. McCurdy & Co.)

New York, April 13.—Local strike situation grows worse. Jersey Central suburban service stops.

New York Central only road shows improvement.

Strike on wane in west. Brokers' reports conditions improving from Pittsburgh to the Pacific.

Big Four Brotherhood chiefs announce they will do all in their power to oppose outlaws.

President Wilson completes personal labor board which will represent public.

Will send to senate today for confirmation.

Thirteen States in Mexico reported in semi-official advices from state capital of Sonora to have joined in severing relations with Carranza government.

Allan A. Ryan issues statement saying rise in St. John was by individuals trying to depress stock. He repeats offer to settle with shorts and says he will carry the matter to the courts if necessary.

France subscribes 15,000,000 francs to latest French loan.

Southwestern Bell Telephone Company of Montana sells 25,000,000 7 per cent convertible notes to local banking syndicate.

SPANISH RIVER PULP. PAPER CO'S MEETING

Montreal, April 13.—Interest in the meeting of the board of directors of Spanish River Pulp and Paper Co., Ltd., in New York on Thursday center largely on the action that will be taken as regards the arrears on the preferred stock. One plan would call for the payment of the arrears, which now amount to 42 per cent, by the payment of 40 per cent in preferred stock and 2 per cent in cash. As the preferred stock holders would not be in any way bound to accept this arrangement and could possibly insist on cash payment it is proposed that they be given a bonus of 15 per cent of common stock which would in part make up for the compound interest on their arrears. There is much expectation that the first payment on the common stock will be forthcoming around July 1st.

NEW ISSUE COMING

Montreal, April 13.—It is understood the Consumers Glass Company, a subsidiary of the Canada Cement Co., Ltd., will shortly offer for public subscription an issue of \$500,000. Terms and details are expected to be announced within the next few days. The proceeds of the new issue will be devoted to the enlarging of the plant of the concern, enable it to double its present capacity.

BUSINESS GOOD ON MONTREAL EXCHANGE

Market Generally Firm — Brompton up to 90 1-4.

(F. B. McCurdy & Co.)

Montreal, April 13.—The local market made a very good showing this morning in spite of the general lack of money. The tone was generally firmer than yesterday, though dullness was rather more pronounced, save in the case of the more active stocks trading in some of which ran into considerable volume. Total transactions in the early session were 10,139 shares, compared with 6,701 yesterday forenoon.

Atlantic Sugar contributed 1,620 shares of the total, and Brompton between 4,000 and 6,000 shares.

The latter stock is undoubtedly being purchased by reasons of expectation of a stock bonus. Today the stock made a new high record at 90 1-4. Sugar held its strength throughout the session.

On the eve of the announcement regarding Spanish River capitalization, the preferred was strong, the common sold down slightly.

Riordan was firm and an announcement concerning a new issue of this stock is also to take place shortly.

Detroit was the most active of the group, the price being steady at 105. Smelters was neglected. No trading took place in iron, while Steel was steady and not very active at 81.

Flour and cotton milling stocks were neglected.

Brazilian showed increased firmness. Holders are much interested in the possible developments of the next few weeks. It should shortly be known whether the dividend is to be declared now or three months hence.

Abitibi was slightly easier. Other wise there was no activity to speak of in the pulp and paper list.

Flour and cotton milling stocks were neglected.

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CHICAGO GRAIN

(McDowall & Cowans.)

Corn High Low Close
May 107 104½ 106½

July 109½ 107½ 107

September 113½ 113 113½

Wheat
May 95 93½ 95

July 86½ 84½ 85½

September 79½ 78½ 79

Perk
May 37.20 37.00 36.50

N. Y. QUOTATIONS

(McDowall & Cowans)
New York, April 13.

Open High Low Close
Am Beet Sug 99 97 97 101½

Am Car Pdy 143½ 143½ 143½ 143½

Am Loco 106½ 106½ 105 106½

Am Sugar 137½ 141½ 137½ 141

Am Smelt 68 68½ 67½ 67½

Am Steel 46½ 46½ 46½ 46½

Am Woolen 130½ 135½ 130½ 133

Am Tele 86½

Amoco Pa 62½ 62½ 62½ 62½

Am Can 47½ 48½ 47½ 47½

Am Tel 81½ 81½ 81½ 81½

Balt and O 23½

Bald Loco 149 141½ 138½ 149

Both Steel 96½ 97½ 96½ 97½

B. R. T. 15½

C. P. L. 39

China 96½ 96½ 96½ 96½

Cent Leath 85 85½ 85 85½

Chem and O 65½

Crucible Ste 269 269 267

Erie Com 13½

Gl North Pt 76½ 77 76½ 77

Good Rub 70½ 70½ 70½ 70½

Gen Electric 15½ 15½ 15½ 15½

Gen Motors 382½ 384½ 351 356½

Gl Nor Ore 38

Mex Petrol 197 206 197 206

Midvale Steel 47½ 46½ 46½ 47½

Miss Pa 26½

NY NH and H 214½ 214½ 214½ 214½

N. Y. Central 71½ 71½ 71½ 71½

Nor Pacific 77½ 77½ 77½ 77½

National Lead 90½ 90½ 89½ 89½

Pennsylvania 41 41 40½ 40½

Pr Steel Car 110½ 110½ 109½ 109½

Reading Com 82½ 83½ 82½ 83½

Royal Dutch 109½ 109½ 107½ 109½

St. Paul 35½ 35½ 35½ 35½

South Pa 95½ 95½ 97½ 95½

South Ry 22½ 22½ 22½ 22½

Studebaker 118½ 121½ 118½ 121½

Tulsa Pa 118 119 118 119

U S Steel Co 104 105½ 104 105½

U S Rubber 111 111½ 111 111½

Utah Copper 75½ 76 75½ 76

Westinghouse 61½ 61½ 61½ 61½

U S Steel Ptd 111½ 111½ 111½ 111½

Willys Ovld 23½ 24½ 23½ 24½

Investment Opportunities

for April

The demands of all classes of investors are met by the offerings mentioned in our April List, giving a return of

5.23% to 8%

Every investor should have a copy.

Telegraph or telephone at our expense.

Eastern Securities Co., Limited

James MacMurray, Man. Director.

92 Prince William Street, St. John, N. B.

193 Hollis Street, Halifax, N. S.

FOR A GOOD INVESTMENT BUY VICTORY BONDS

McDUGALL & COWANS

Members Montreal Stock Exchange.

58 Prince William Street, St. John, N. B.

Branch Offices: Ottawa, Winnipeg, Halifax, St. John, Quebec. HEAD OFFICE, MONTREAL.

Orders executed on all Exchanges.

To Investors

With seven offices in Eastern Canada, all connected by private wire with New York, our facilities for conducting a general investment business are unexcelled. Correspondence invited.

F. B. McCURDY & CO.

Members Montreal Stock Exchange.

105 Prince William St. ST. JOHN, N. B.

FIRE INSURANCE

The Springfield Fire and Marine Insurance Co. ESTABLISHED 1849.

General Assets, \$10,943,922.88. Cash Capital, \$2,500,000.00

Net Surplus, \$2,331,373.83.

Knowlton & Gilchrist, Agents. Pugsley Building, Cor. Princess and Canterbury Street, St. John, N. B. Applications for Agents invited.

MARITIME DENTAL PARLORS

38 Charlotte Street, St. John, N. B.

Prompt Service, Best Material, Lowest Prices.

We make the best Artificial Teeth in the city at most reasonable prices.

Painless Extraction Crown and Bridge Work in Gold and Porcelain.

DR. H. B. NASE is a member of our staff.

Office hours: 9 a.m. to 9 p.m. daily. Phone 2789-21.

Drs. McKnight and McManus, Prop.

Announcement to the Housewives of St. John!

Opening of The Busy Bee

An agreeable surprise awaits the public of this city in the opening of our modern crystal palace of a bakery—the Busy Bee, at 143 Charlotte Street.

We feel that this model and modern bakery will meet with the immediate approval of those who desire the very best in food stuffs; as inquiries by the public directed to us would indicate that they are sure to support this innovation.

We will carry only high class and high quality home made cakes, etc.

A feature which will quickly appeal to the public is the fact that we have been very fortunate in obtaining the services of Mr. Winters, who has been closely identified with the food conservation activities in the United States. Mr. Winters might be termed "the wizard" in the baking line as he has many new discoveries in this art to his credit. This expert has taught many domestic science teachers the tricks of his trade and his products at our store are sure to gain the endorsement of the particular.

Here are just a few of the many things for your attention:

Palm Beach Cream Layers
Tutty Fruity Cream Layers
Roasted Almond Cream Layers
China Cream Layers
Lady Baltimore
White Angel Cream Food
Golden Angel Cream Food
Monte Carlo French Pastry
Italian Confections
Royal Tarts

Belgian Macaroons
Canadian Marble Macaroons
American Macaroons
Indian Cream Filled Heads
Brownies Choc.
Cherry Wafers
Vanilla Wafers
Petite Fours
Fancy Iced Pound Assorted
Decorated Iced Pound Assorted
Hermit's

Lambert
Door
Varnish
 toughest, most elastic
 on the market. Will
 through rough usage—
 by water, hot or cold, or

also Light Oak,
 Mahogany, Cherry,
 also dull finish.
o gallon
TY'S 11-17
King St.

marks the step so vital
 of finest gold, with gem
RINGS
 and effects, also set with
 other precious stones,
 p-to-date display.
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 and at this price. Send
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St. John, N. B.

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You Best Results
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REN, LTD.
St. John, N. B. BOX 702.

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51-53 Union St.
St. John, N. B.

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 Liquid Paste
 for Office and Home.
 requires no water.
 for instant use.
s & Co. Ltd.
 OFFICE OUTFIT ERI

PITCH
PINE
SHEATHING
AIR
DRIED
 A small lot of 3-4
 Sheathing at \$85.00 a
 1,000 feet.
 'Phone Main 1893.

The Christie Wood-
working Co., Ltd.
 186 Erin Street

Some 2,000 square feet
of much needed ground
floor space added to F. W.
Daniel & Co's store.

See part marked "New
Annex" on plan.

**The Herring And
Lobster Fisheries**

Fish Merchant from Westport
is of Opinion That These
Fisheries Are Being De-
stroyed to Detriment of
Future Generations.

That the herring and lobster fisheries are being destroyed to the detriment of future generations is the opinion of E. C. Bowers, the well known fish merchant from Westport across the bay.

"It was thought by many," he said, "that the herring was so numerous that it was impossible to deplete them, but the ribs and shoals where herring abounded in unknown quantities fifty years ago are now almost barren of these fish."

As regards the lobster fisheries Mr. Bowers says its depletion has been a serious matter, and that attempts to stop the yearly destruction of immature lobsters by the hundreds of millions have proved abortive.

After the State of Maine prohibited the canning of lobsters the canning industry was largely developed in Nova Scotia, and in some parts of the coast the lobsters have been practically exterminated. Drastic measures will be necessary to re-establish the lobsters in many parts of Nova Scotia, but the public are indifferent.

**POLICE COURT
CASES YESTERDAY**

**Man Charged With Having
Liquor in His Possession
Was Fined the Usual
Amount — Other Cases
Dealt With.**

In the police court yesterday morning four drunks after pleading guilty to the charge preferred, were remanded to jail.

The longshoreman whose arrest on the West Side by liquor inspector W. U. Asbell Monday afternoon led to a short lived strike amongst the dock workers, pleaded guilty to having liquor in his possession other than his private dwelling and on payment of his fine was allowed to go.

William O'Dell was charged with stealing an overcoat from William Johnson of 64 Erin Street. Evidence was given by policeman Chisholm and Moses George and the accused was remanded.

Margaret Hudson who was arrested for being on the street late at night and not being able to give a satisfactory account of herself did not appear in answer to the charge.

It is believed that the woman is mentally deficient and she is to be examined by a physician.

A charge of speeding was preferred against Dr. S. J. Chisholm by policeman Lindsay. The policeman said the doctor's car was going at about twenty-five miles an hour. The doctor admitted that he had been violating the speed limit but did not think he had attained the speed mentioned by the policeman. The case was postponed to the afternoon at three o'clock.

**WASHINGTON WILL
TAKE NO ACTION**

**Toward Regulating Sugar
Prices—Feels Cuban Crop
Should Go to Highest Bid-**

Washington, April 12.—The attitude of the Administration, it is learned on good authority, toward the sugar situation, especially as affected by the Cuban crop, is one of severe non-interference. The rumor that has been passing about for some days that the State Department has entered into negotiations with the Cuban Government looking to a distinctly lower price for the benefit of the American consumer is at least gratuitous. It is denied by officials who would have this task put upon them may be taken at their face value.

No such negotiations have even been suggested. The policy expressed at the State Department is simply that the United States should keep its hands off and allow the Cuban crop to regulate itself.

There has been no attempt to extend information or advice to the refiners or to any business interests concerned in the sugar market. There may be attempts at restrictive legislation, and it would not be surprising if suggestions of manipulation should be forthcoming from some source, but these will not have the support of the Administration, it was said, and will have to make their way on their merits.

The complications that affect every food commodity are such that the old fantasy that laws can give relief in the face of market shortages, is unable to rise and becomes insistent at most any time. With an inflated currency, a steadily increasing price level and a world demand for sugar, it appears to be a dangerous thing for politicians to try experiments with price legislation, and the prospects is that Congress will let sugar severely alone.

It is hereby ordered by the Canadian Wheat Board:

1. That the maximum wholesale prices of bran and shorts from mid-night, April 8th, 1920, until further notice shall be:
 Bran, \$51.00 per ton. Net weight in 100 lb. jute sacks.
 Shorts, \$53.00 per ton. Net weight in 100 lb. jute sacks.
 These prices are basis P.O.B. cars Montreal.

2. That the above maximum wholesale prices have now legal authority, and any sales or purchases made in excess of them will be regarded and treated as violations of the Regulations of the Canadian Wheat Board.

MRS. AURORE BARRETTE,
popular New Hampshire
woman, who says Tanlac brought
about a wonderful change in her
condition and that every suffering
woman ought to know about this
wonderful medicine.



"Tanlac is a grand medicine, and I think every suffering woman ought to know about it," was the statement made recently by Mrs. Aurore Barrette, at her residence, 133 Second Street, Manchester, New Hampshire. Mrs. Barrette, is a well known and highly respected resident of that city.

"I have not felt at all well for the past year or more," she continued, "I haven't been sick enough to be in bed, but I was far from being a well woman. At times I thought I had kidney trouble, for I suffered almost constantly from severe pains across my back, just over the kidneys. Whenever I tried to do any housework at all that dull pain would be there, and if I attempted to stoop over it just felt as though my back would break. I would get so weak and worn out I would have to sit down and rest several times a day, and I felt tired all the time.

"This condition made me awfully nervous, so that I rarely ever slept well at night, and every now and then I would jump in my sleep, as if in a fright, and my condition was really becoming serious.

"Only two bottles of Tanlac have brought about a wonderful change in my condition. In fact, the results I have received from this medicine have really surprised me. Those terrible pains in my back which used to trouble me every day have almost disappeared, and I am going to keep on taking Tanlac until they leave me entirely. I have lots of energy now, and am not only able to do my house work, but I get through the day without feeling the least bit tired. I am no longer nervous like I was, and I sleep well at night.

"I shall always be thankful for what Tanlac has done for me."

Tanlac is sold in St. John by Ross Drug Company, and F. W. Munro, under the personal direction of a special Tanlac representative.—Adv.

Macaulay Bros. & Co., Ltd.
Stores Open 8.30 a.m. Close 5 p.m. Saturday Close 10 p.m.

**SALE OF
Men's Fine
Cashmere
Finish Hose**

Today and for the rest of the week we are selling at a specially low price, a few hundred pairs of Men's Fine Cashmere Finish Hose, of good quality and very serviceable.

This is an opportunity that seldom comes in these days of high prices.
Black and Tan.

45c Pair

TYPEWRITER RIBBONS

For every make of Typewriter. All colors.
Support Canadian industries.
Our Ribbons are Made in Canada and guaranteed.
Sample on request.
ST. JOHN TYPEWRITER & SPECIALTY CO., LTD.
Cor. Mill and Union Streets

**We Sell the Best
COCA COLA
IN ST. JOHN
John de Angelis
Prince William Street (TWO STORES) Charlotte Street**

Dealers in Ice Cream

will do well to see Bell, 90 King street, before making arrangements for the Summer ice cream. Fully equipped to give Quality, Service, Satisfaction.

**St. John Creamery
90 King Street**

**We are now booking orders for Bowker's Fertilizer for Spring delivery.
Write for prices.
R. G. DYKEMAN, ESQ., 68 Adelaide Street, City**

**NOW IN SEASON
Scallops, Oysters and
Clams.
SMITH'S FISH MARKET
25 Sydney Street
'Phone M 1704.**

**An apple a day
the Crown Brand way**

THE tartness of a big Red Spy or Golden Russet, with the zest of CROWN BRAND Syrup is a delicious combination!

The up-to-date way for big folks and little folks to acquire the mineral salts and fruit juices so essential to a well-fed family. Since I discovered "The Great Sweetener," I really never serve enough baked apples in the CROWN BRAND. More and oftener is the family slogan.

Aunt Mary
If you have not yet discovered "The Great Sweetener," if you have tried it only as a spread for Bread and Caramel Cakes, try it now as the crowning achievement in dainty desserts.

**THE CANADA STARCH CO. LIMITED
MONTREAL**
Manufacturers of "LILLY WHITE" Syrup, BENSON'S Cornstarch, and MAZOLA Oil for cooking and salads.

The Syrup of a thousand uses

CORNMEAL, OATS, FEEDS

Largest dealers in Maritime Provinces.
STEEN BROS., LTD.
Mills at St. John, N. B., South Devon, N. B., Yarmouth, N. S.

Anti-kamnia
FOR HEADACHE, NEURALGIA, INFLUENZA AND ALL PAIN.
ASK FOR A K TABLETS

FUNERALS.
One of the largest funerals seen in this city took place yesterday at 230, when James V. Russell was laid to rest in Fernhill. Service was conducted at his late residence, 190 King street east, by Rev. R. Moorhead Legate, pastor of Knox Presbyterian church, and there was also a short service at the grave. The high esteem and regard in which Mr. Russell was held was evidenced by the many floral tributes which were received from relatives, friends and acquaintances of which he was a member. Among these were a floral anchor of roses and calla lilies from the board of school trustees, and a beautiful wreath from the Ball Lake Fishing Club. Besides these there were numerous other beautiful floral wreaths and sprays, the casket liberally resting in a bower of floral beauty. Relatives were pall bearers.

The funeral of Mrs. James Carleton

**Painless Extraction
Only 25c.**

Boston Dental Parlors
Head Office Branch Office
527 Main Street 85 Charlotte St.
'Phone 688 'Phone 33
DR. J. D. MAHER, Proprietor.
Open 9 a. m. Until 9 p. m.

OBITUARY.

Joseph Bell.
Announcement made yesterday of the death of Joseph Bell a well known citizen. Mr. Bell, who was for some time an employee of the Thompson Machinery Company, and later of Messrs. T. McAvity & Sons, had not been in good health for the past two or three years. He is survived by his wife, formerly Miss Marie G. Scott, of this city, and by four daughters. One is Mrs. Ernest C. Taylor. The others are unmarried. Those Bell, Rothery, and Dr. R. N. Bell, Devon, are brothers and Mrs. P. E. Miller and Mrs. J. D. Bower, Fairport, New York are sisters. Mr. Bell had a large circle of friends who will have of his death with sincere regret.

**IMMIGRANTS ARE
STILL POURING IN**

House of Commons, Ottawa, April 12.—(Canadian Press)—During the calendar year 1919, a total of 117,633 immigrants entered Canada. During January and February of the present year, 8,816 more immigrants came to the Dominion. In the period from 1891 to December 31, 1919, the total number of immigrants entering Canada was 3,370,521. No statistics of emigration from this country are available from the Department of Immigration and Colonization.

THE PROBATE COURT

In the Probate Court, L. G. Triton has been appointed administrator of the estate of Frank P. Triton who died intestate, leaving \$1,500 personalty. K. A. Wilson is executor.

Rev. George F. Dawson has been appointed administrator of the estate of James D. Carey who died intestate leaving \$1,500 personalty. J. King Kelley, K. C., is executor.

Letters testamentary have been granted to Helen A. MacDonald, ex-

ecutrix under the will of Charles A. MacDonald who leaves real estate to the value of \$125 and personalty valued at \$15,000. J. H. A. L. Fairweather is executor.

Ellen Demau has been appointed administratrix to the estate of George G. Demau who died intestate leaving \$500 personalty. William M. Ryan is executor.

Letters testamentary have been granted to Jessie Letteney, executrix under the will of Julia E. Armstrong, who leaves \$1,600. The

THE SHELL-SHOCKED SOLDIER NOW SAID TO BE A CONVICT

Whose Name is Clyde Densham and Not Frank Hall.

SO SAYS POLICE INSP.

Was Deported to England in 1915, and May Now Undergo the Same Treatment.

Toronto, April 12.—Identification of the supposed shell-shocked soldier suffering from lapses of memory who has been at the Dominion Orthopedic Hospital here for a couple of weeks, and who has called himself "Frank Hall" was established this afternoon by James C. Mitchell of this city. Inspector of Immigration, Inspector Mitchell positively identified "Hall" as Clyde Densham, an ex-convict, who was deported to England in June, 1915, after having served ten months of a 24 months' sentence in the provincial prison. The sentence was imposed at St. Thomas, Ont., on August 18, 1914, following his conviction for theft. Exeter, England, is said to be his home city.

Photographs, taken at various periods, and at different prisons were shown to "Hall" as photographs of himself, but he denied that they were pictures of him. "That's not me," he exclaimed as each photograph was produced. The records produced against the "mystery soldier" included conviction and imprisonment at

Jeffersonville, Indiana; Brantford, Ont.; Hamilton, Ont. and St. Thomas, Ont. Mitchell claimed to have existed in the C. E. F. on August 20, 1914, the date of his conviction at St. Thomas, as given by the authorities.

When "Hall" denied the identity which photographs were supposed to prove, a scale and measuring machine were used. His height and weight, as shown at the hospital today, did not correspond with figures given by the prison records, but vaccination marks, a scar on his head and one on his face were regarded by the authorities as sufficient identification, taken along with the photographs.

Under the name Densham the stranger was taken into custody to be examined for deportation to England.

MANY BREAKING AWAY FROM RANKS OF THE STRIKERS

Six Hundred of Penn. R. R. Men Back—Food Supplies Arrive in New York.

Chicago, April 11.—The first important break in the unauthorized strike of railroad employees, which started in the Chicago terminal district nearly two weeks ago, occurred tonight at Columbus, when six hundred switchmen on the Pennsylvania Railroad decided to return to work tomorrow. In addition 500 engineers and firemen, forced out of work by the strike, will return.

Although there was no general movement back to work among the

40,000 men reported on strike throughout the country, defections from the ranks of the insurgents were reported yesterday and today in Chicago, Kansas City, in California, and several other places, and brotherhood of officers were confident that the peak of the strike movement was past.

Leaders of the rebel walkout, however, maintained that the strike was gaining momentum and that their ranks were daily augmenting.

In Chicago freight embargoes have been lifted by the New York Central and the Chicago, Milwaukee and St. Paul railroads. In a number of important rail centers railroad employees have voted not to strike. Large sections of the country still were virtually unaffected by the walkout, notably New England, the South Eastern, the North Western and Mountain States.

Passenger traffic was affected very little, except in the New York area, where service was reported below 50 per cent of normal.

Fears of a food famine in New York City were allayed by the arrival of supplies over the New York Central and the New Haven Railroads. Although the Hudson and Manhattan tubes were still shut down today, ferry service between New York and New Jersey was improved. Several thousand were reported on strike in Eastern New Jersey and freight traffic was considerably hampered.

The crew of the Chicago Express on the Erie Railroad abandoned the train at Port Jarvis, N. Y., 30 miles from New York tonight. Two hundred and fifty passengers were on the train.

It was announced from Washington that the question of governmental action in the strike would be taken up by Attorney General Palmer upon his return to Washington tomorrow. Reports from the strike districts were being assembled by the Department of Justice.

EXIDE BATTERY SERVICE

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All types Batteries repaired.
C. J. MORGAN & CO.
Phone 1551.

SAVE LEATHER

"There's A Reason"
Aside from the purely selfish side of the question—saving money—it is your patriotic duty to conserve now as never before. Leather is a big item. SAVE IT!
Let Us Repair Your Footwear!
D. MONAHAN & CO.
MARKET ST.

TORONTO HOUSING

Builders Offer to Put up Homes at Net Cost.
Toronto, April 12.—The Toronto Builders Exchange, incorporated, submitted a housing statement to the City Council today by which the exchange offers to build houses at actual net cost.

The Builders Exchange proposes to erect houses in accordance with plans prepared by the city architect for actual cost of labor and material, plus five per cent to cover cost of supervision, the city to finance the work by paying for the materials monthly and labor weekly and the building trades council to co-operate by waiving any union rules which may lessen production.

Business Cards

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Chartered Accountants
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Telephone 3ackville 1212.

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Architect.
Special Offer to Parties That Propose to Build at Once.
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Modern Artistic Work by Skilled Operators.
ORDERS PROMPTLY FILLED.
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CHOCOLATES
The Standard of Quality in Canada.
Our Name a Guarantee of the Finest Materials.
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HARD COAL
Try Pea Coal in your Range.
COLWELL FUEL CO., LTD.
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H. A. DOHERTY
Successor to F. C. MESSENGER.
COAL AND WOOD
375 Haymarket Square
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ELEVATORS
We manufacture Electric Freight Passenger, Hand Power, Dumb Walkers, etc.
E. S. STEPHENSON & CO.
ST. JOHN, N. B.

ELECTRICAL GOODS
ELECTRICAL CONTRACTORS
Gas Supplies
Phone Main 878, 34 and 36 Dock St.
J. T. COPPEY,
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F. C. WESLEY CO.
Artists, Engravers
WATER STREET.

FARM MACHINERY
OLIVER PLOWS,
McCORMICK TILLAGE AND SEEDING MACHINERY
J. P. LYNCH, 270 Union Street.
(Get our prices and terms before buying elsewhere.)

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WESTERN ASSURANCE CO. (1851)
Fire, War, Marine and Motor Cars.
Assets exceed \$4,000,000
Agents Wanted.
R. W. FRINK & SON,
Branch Manager. St. John

QUEEN INSURANCE CO.
(FIRE ONLY).
Security exceeds One Hundred Million Dollars.
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Provincial Agents.

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12 Canterbury Street. Phone M. 653

FRESH FISH
Fresh Fish of All Kinds
JAMES PATTERSON
19 and 20 South Market Wharf, St. John, N. B.

Headquarters for Trunks, Bags and Suit Cases.
We have a large assortment which we are offering at moderate prices.
H. HORTON & SON, LTD.
9 and 11 Market Square
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929 Main (opposite) Tel. M. 2413-13

VICTORIA HOTEL
Better Now Than Ever.
ST KING STREET, ST. JOHN, N. B.
St. John Hotel Co., Ltd., Proprietors.
A. M. PHILLIPS, Manager.

CLIFTON HOUSE
THE COMMERCIAL MAN'S HOME.
Corner Germain and Princess Sts.
REYNOLDS & FRITCH

ROYAL HOTEL
King Street
St. John's Leading Hotel.
RATMOND & DOHERTY CO., LTD.

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JEWELERS.
Full lines of Jewelry and Watches.
Prompt repair work. Phone M. 2966-11

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HOUSE AND SIGN PAINTER.
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MACHINISTS AND ENGINEERS,
Steamboat, Mill and General Repair Work.
INDIAN TOWN, ST. JOHN, N. B.
Phone M. 229; Residence, M. 2368.

WM. E. EMERSON
Plumber and General Hardware
81 UNION STREET.
WEST ST. JOHN. PHONE W. 175.

FRANCIS S. WALKER
Sanitary and Heating Engineer
No. 14 Church Street

Established 1870.
G. G. MURDOCK, A.M.E.I.C.
Civil Engineer and Crown Land Surveyor.
74 CARMARTHEN STREET,
Phone M. 63 and M. 655.

KITCHEN UTENSILS
In the very best grades of Aluminum, Graniteware, Enamelware and Tin.
A. M. ROWAN
381 Main Street. Phone M. 398.

AUTO INSURANCE
Ask for our New Policy FIRE, THEFT, TRANSIT, COLLISION.
All in One Policy.
Enquiry for Rates Solicited.
Chas. A. MacDonald & Son
Provincial Agents. Phone 1538.

MARRIAGE LICENSES
Issued at
WASSON'S, Main Street

VIOLINS, MANDOLINS,
and all String Instruments and Bows Repaired.
SYDNEY GIBBS, 81 Sydney Street.

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FETHERSTONHAUGH & CO.
The old established firm. Patents everywhere. Head office Royal Bank Building, Toronto, Ottawa offices, Elgin Street. Offices throughout Canada. Booklet free.

INTERNATIONAL CONSTRUCTION CO.
General Contractors in Concrete and Excavations.
Phone M. 977.
60 Prince William Street. ST. JOHN, N. B.

WILLIAM E. MCINTYRE, LTD.
34 St. Paul St.
Montreal. P. O. Box 1990.

JOHN J. BRADLEY
208-219 McGill Street
P. O. Box 1479.
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FERTILIZER (standard crop)
Hen Feed, Chick Feed, Calf Meal, Ground Oyster Shells
St. John Fertilizer and Stock Feed Co.
8 CHESELEY ST.

We have fifty double service tires, guaranteed, 30x3 1-2, \$12.00.
Other sizes on application.
Dealers write for special agency.
United Auto Tire Co., Ltd.
104 Duke Street, St. John, N. B.

DOMINION COAL COMPANY
DOMINION COAL COMPANY
GENERAL SALES OFFICE
118 ST. JAMES ST. MONTREAL

ANTHRACITE PEA COAL
For Furnaces and Ranges.
Excellent quality.
Low prices.
R.P. & W.F. Starr, Ltd.
49 Smythe St., 157 Union St.

BOILER TUBES
Boiler tubes are almost famine scarce, and consequently, high in price.
Our stocks here have been recently replenished by the arrival of a number of shipments ordered from the mills some eight months ago.

The sizes usually in stock vary from 1 1/2 dia. to 4 in. dia. and in a great variety of lengths. Please inquire for prices.

L. Matheson & Co., Ltd.
BOILER MAKERS
New Glasgow Nova Scotia

Improve Your Looks
by purifying the blood. Sallow skin, liver spots, pimples and blotches are usually due to impure or impoverished blood.

Clean the skin, put roses in pale cheeks, brighten the eyes, build up the whole system by taking
Dr. Wilson's HERBINE BITTERS

It's a wonderful tonic for women, especially. Prepared of Nature's herbs and gives the happiest results when used regularly and according to directions.

Dr. DeVan's French Pills
A reliable Regulating Pill for Women. Sold at all Drug Stores, or mailed to any address on receipt of price. The Beechell Drug Co., St. Catharines, Ontario.

PHOSPHONOL FOR MEN
Restores Vigor and Vitality; for Nerve and Brain; increases "gray matter"; a Tonic—will build you up. \$1 a box, or two for \$2, at drug stores, or by mail on receipt of price. The Beechell Drug Co., St. Catharines, Ontario.

Sole in St. John by The Ross Drug Co., Ltd., 100 King Street.

FREE THIS WEEK ONLY
At the Store Named Below
A 10-Day Tube of Pepsodent

They Don't Clean Teeth In Your Way Now—Not the Men Who Know

All Statements Approved by High Dental Authorities—

They Now Combat the Film
Dental science has found a new way to clean teeth—a way that combats the film. Able authorities have proved it for years in clinical and laboratory tests. The facts are beyond any question. Leading dentists all over America now urge people to adopt it, and a million or more have done so.

This method, for home use, is embodied in a dentifrice called Pepsodent. And this week we offer, to every home in this city, enough for a ten-day test. For your own sake you should make that test.

Why Teeth Discolor and Decay
You can feel on your teeth a slimy film. It is ever-present, ever-forming. It clings to the teeth, gets between the teeth, enters crevices and stays.

The tooth brush does not end it. The ordinary dentifrice does not dissolve it. So, night and day, that film may do ceaseless damage. And most tooth troubles are now traced to it.

That film is what discolors—not the teeth. It is the basis of tartar. It holds food substance which ferments and forms acid. It holds the acid in contact with the teeth to cause decay.

Millions of germs breed in it. They, with tartar, are the chief cause of pyorrhea. Also of many other troubles, local and internal.

You Must End It
Millions of people find that brushed teeth discolor and decay. Tartar forms and pyorrhea starts. Statistics show that, despite the tooth brush, tooth troubles have been constantly increasing.

The reason lies in that film. To prevent the troubles you must end the film. Let this ten-day test show you the way to do it.

Now Millions of Teeth Are Kept White
Pepsodent is now applied to millions of teeth every day. The result is seen everywhere in glistening teeth. Some of your friends can show them.

Those teeth glisten because they are clean. The film is kept removed. Now we ask you to see how your own teeth look after a ten-day use.

Based on Pepsin
Pepsodent is based on pepsin, the digester of albumin. The film is albuminous matter. The object of Pepsodent is to dissolve it, then to constantly combat it.

Pepsin long seemed forbidden. It must be activated, and the usual method is an acid harmful to the teeth. What science has now found is a harmless activating method. Now pepsin can be applied twice daily—can be left between the teeth. And five years have proved that this discovery opens a new dental era.

Look at Your Teeth in Ten Days
The results are easily shown and we urge you to see them. Read how they come about. Then decide for yourself what is best for your teeth and for your children's teeth.

Present the coupon for a 10-Day Tube. Use like any tooth paste. Note how clean the teeth feel after using. Mark the absence of the slimy film. See how teeth whitened as the fixed film disappears.

Compare the results with your present methods. Remember that those whiter teeth mean cleaner teeth—teeth kept freer from film. Then decide for yourself about going back to former cleaning methods.

Make the test this week, while the 10-Day Tube is free. The result will be of lifetime importance to you. Cut out the coupon so you won't forget.



They Keep Teeth White
by keeping them free from film. The old ways failed to do that.



They Teach Children
how to really clean teeth, and how to combat the film which is the source of most tooth troubles.

PEPSODENT CANADA
REG. IN.
The New-Day Dentifrice
Proved by years of clinical and laboratory tests and now advised for daily use by leading dentists everywhere

The Store Named Below Will Supply the Free Tube on This Coupon

ROSS DRUG CO., LTD.
160 King Street, St. John, N. B.

10-DAY TUBE FREE

Present this coupon, with your name and address filled in, to store named. It is good for a 10-Day Tube of Pepsodent.

Your Name.....

Address.....

Out-of-town residents should mail this coupon to The Pepsodent Company, 1108 So. Wabash Avenue, Chicago, and the tube will be sent by mail. St. John Standard.

FRENCH ACTION IN OCCUPATION GERMAN CITIES

Was Perfectly Logical from Their Point of View of Danger.

VERSAILLES TREATY WAS BEING NULLIFIED

By the Hun and the Features Meaning Safety to France Disregarded.

By Frank H. Simonds.
French policy, as represented in the decision to occupy Frankfurt, must be interpreted in the light of the actual facts and not of the imaginary conditions created by propaganda to deceive the western nations. By the terms of Versailles, the French were assured three things, the prompt restoration of the German army, the creation of a neutralized zone between the Rhine and France and for a fixed distance east of the river, the payment to France of a preliminary indemnity in the shape of a monthly coal contribution, intended to replace the coal field of the Lens district, which had been abolished by German depredations.

Now the Germans have failed to live up to any of these three provisions. They have increased, not reduced, their army; the coal shipments have sunk to nothing and finally, they have not without Allied permission invaded the neutralized area east of the Rhine. Thus the French see the treaty of Versailles transformed into a useless thing, less than a year after it was signed.

If the German continues to increase his army, if he obtains the right to violate the neutralized area, if he is able to prevent the coal payment, France has lost all that the war could have brought to her, her terrible sacrifices have been in vain and she must face the possibility, and probability of another war. Therefore there is not the smallest division among Frenchmen as to the course that the French government must pursue.

For the French, there is a profound disillusionment in America and British policy at the present hour. Neither of the nations was invaded during the war, both of them achieved real security when the German fleet was eliminated, but, despite the fact that France has been left in a difficult situation, without any sure protection against German attack, both the United States and Great Britain have had their eagerness to get back to business relations with Germany, profitable for them, have shown a complete willingness to close their eyes to the needs and perils of France.

All the discussion in Britain, which had its echoes in the United States, of the need of modifying the terms of the treaty of peace, and all the modifications proposed were at the expense of France. The present effect in Germany. The present discussion of the French prohibition of any violation of the neutralized area is only a logical consequence of the German interpretation of Anglo-American sympathy with the Germans and support of their suggestions of a modified peace settlement.

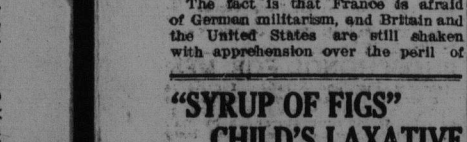
German military forces remain in the control of the old military garrisons. The most vital concern for the Prussian group is to preserve the army intact, following the precedent of Prussia after Jena. But under the provisions of the treaty of Versailles a reduction of the army should take place now. Therefore, so far from being unwelcome the Ruhr disorders are a blessing for the military party. This leads naturally to the suspicion that the military party had two strings to its bow in its recent counter-revolution.

Indeed, it may appear later that the object of the Kapp stroke was not to seize control of the government, but merely to incite disorders which would supply an argument, the old argument of Bolshevism, to defend the maintenance of the German army at its present enormous strength. For the militarists there is just one issue now, to save the army. Unless there were some new justification, all the Allied nations would combine to force the reduction of the army, but the British and American fear of Bolshevism is still so acute that the Germanists have calculated that it can be turned to their advantage and the army saved, if only there is a semblance of Bolshevism in Germany.

The fact is that France is afraid of German militarism, and Britain and the United States are still shaken with apprehension over the peril of Bolshevism.

"SYRUP OF FIGS" CHILD'S LAXATIVE

Look at tongue! Remove poisons from stomach, liver and bowels.



Accept "California" Syrup of Figs only—look for the name California on the package, then you are sure your child is having the best and most harmless laxative or physic for the little stomach, liver and bowels. Children love its delicious fruity taste. Full directions for child's dose on each bottle. Give it without fear.

Mother! You must say "California!"

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"SYRUP OF FIGS" CHILD'S LAXATIVE

Look at tongue! Remove poisons from stomach, liver and bowels.



MASTER MASON always makes a hit wherever sportsmen congregate.

MASTER MASON Plug Smoking Tobacco

is made from choice tobaccos, fully matured, scientifically blended and pressed into a solid plug so as to preserve all the natural moisture and fragrance of the natural leaf.

Accept "California" Syrup of Figs only—look for the name California on the package, then you are sure your child is having the best and most harmless laxative or physic for the little stomach, liver and bowels.

Mothers! You must say "California."

KEEP URIC ACID OUT OF JOINTS

Tells Rheumatism Sufferers to Eat Less Meat and Take Salts.

Rheumatism is easier to avoid than to cure, states a well-known authority.

We are advised to dress warmly; keep the feet dry; avoid exposure; eat less meat, but drink plenty of good water.

Rheumatism is a direct result of eating too much meat and other rich foods that produce uric acid which is absorbed into the blood.

At the first signs of rheumatism get from any pharmacy about four ounces of Jad Salts; put a tablespoon in a glass of water and drink before breakfast each morning for a week.

Jad Salts is inexpensive, harmless and is made from the acid of grapes and lemon juice, combined with lithia and is used with excellent results by thousands of folks who are subject to rheumatism.

Healing to Rheumatism yesterday received notice that the S.S. Anthony had sailed from Lunenburg for this port to take a cargo for Roumania.

The C. P. O. S. mail steamer Minnetonka is expected on Friday with a large passenger list, general cargo and mail.

In For Repairs. Halifax, April 12.—The Belgian steamer Berber, which sailed a few days ago for Newport News, was compelled to call here yesterday on account of trouble with her steering gear.

Nothing Gained by Losing Temper. What's the use of losing our tempers over trifles. There's never one solitary bit of good resultant.

Grand Manan S.S. Co. Steamer leaves Grand Manan S.S. Co. for St. John via Campbell and Eastport, returning leaves St. John Wednesday 7:30 a. m.

FIRE ESCAPES Structural Steel, Bolts and Rods WM. LEWIS & SON, ST. JOHN.

The Union Foundry and Machine Works, Ltd. Engineers and Machinists Iron and Brass Castings. Phone West 15. West St. John G. H. WARING, Manager.

PAGE & JONES SHIP BROKERS AND STEAMSHIP AGENTS MOBILE, ALA., U. S. A. Cable Address—"Pajones, Mobile." All Leading Codes Used.

THE WEBB ELECTRIC CO. Electrical Contractors. STANLEY C. WEBB, Manager. 91 Germain St., St. John, N. B.

LATE SHIPPING INTELLIGENCE

Vessels in Port, and Where They Are Located.

Panad Head—Long wharf, east. Boston—Berth No. 1. Alston—Berth No. 1.

Transportation RMSP TO THE WEST INDIES FORTNIGHTLY SAILINGS FROM HALIFAX

Until the International Line Service is resumed between Boston and St. John, the freight ship service will be handled by S. S. Prince Arthur to Yarmouth, thence by S. S. Keith Cann to St. John, giving merchant a weekly service. Rates and information on application.

Foreign Ports. Newport News—Arrived S.S. Key-Viva, Halifax, and S.S. Benguela, for St. John.

Manchester Merchant In. S.S. Manchester Merchant arrived yesterday from Manchester with general cargo and anchored in the stream.

The Canadian Navigator is due here from London today, and the Canadian Voyager is due here from the same port on Friday. Both have general cargoes.

Last of Season. The Canada Steamship liner Georgie sailed yesterday morning for Bordeaux with a large cargo. This is the last sailing of the season.

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CLASSIFIED ADVERTISING

1-1-2 cent per word each insertion. Minimum charge twenty-five cents.

WANTED—Rotary Sawyer to take our Westfield mill for season by the thousand. Good chance to make money for the right man. The Wilson Box Co., Ltd., St. John, N. B.

WANTED—Four Lath Sawyers for our Cambridge saw mill. Full Summer's work. Good boarding house. Apply to Wilson Box Co., Ltd., St. John.

FOR SALE—Domestic Express Money Order for five dollars costs three cents.

FOR SALE—One 30-Foot Motor Boat, hull in good condition. This boat is a little over two years old and is of the V-bottom type.

NOTICE OF LEGISLATION. Public Notice is hereby given that application will be made at the present session of the Legislative Assembly of the Province of New Brunswick on behalf of Archibald Fraser of Edmundston, N.B., Manufacturer, Donald Fraser of Plaster Rock, N.B., Manufacturer, William Matheson of Edmundston, N.B., Manufacturer, Andrew W. Brebner of Cabano, Quebec, Manager, and Thomas Matheson of Estcourt, Quebec, Manager, for the purpose of generating, developing, selling, distributing, using and disposing of Hydro-Electric power, and with power to erect, construct, maintain and operate pulp and paper mills and other manufacturing, and with power to acquire real property at the site of the proposed dam and for flowage and other rights and with all the usual powers incident to a corporation, including the power to lease Bonds, Debentures, Debiture Stock and Share Warrants.

MALE HELP WANTED. FIREMEN, BRAKEMEN, 100 for nearby railroads, \$150 to \$200 monthly, experience unnecessary. Railway Association, care Standard.

SCHOOL FOR NURSES—Excellent opportunity for young women, with at least one year of High School work, or its equivalent, in the Nurses' Training School of City Hospital, Worcester, Mass. Apply for application blank and information to the Superintendent.

DAHLIA BARGAINS—Ten Cactus, Snow Pansy, Peony-flowered, Pumpkin, Collarette and single, \$1.00 post paid. Twenty mixed (express \$1.00). Catalogue free. Mrs. C. Douglas, Buctouche, N. B.

WE NEED hundreds of teachers for schools opening during the spring months. Our service is the best and we place you to your satisfaction in English-speaking districts. If you can come at once wire us and we will guarantee you a good school and good salary. Otherwise write for our Application Blank, Sask. Teachers' Agency, Regina, E. W. Hinkson, M. A., manager.

THE ELGIN GRIST MILL will shut down after April 12th for one month. Then will resume operations two days each week as usual for summer's grinding. Glenn Earle.

Nice Dry Board Ends For Fuel Wilson Box Co.

TO LET. TO LET—From May 1st to September 15th, furnished house central part of city. Telephone Main 3275-11.

County Local Housing Board. We are prepared to receive applications for loans on houses now in course of erection or contemplated by private parties in the County of St. John. Application forms may be had by applying to P. O. Box 668, or to Thomas K. Sweeney, Secretary-Treasurer, 109 Prince William Street, City. ALEX. WILSON, Chairman.

FERTILIZER (standard crop) Feed, Chick Feed, Calf Meal, Ground Oyster Shells, John Fertilizer and Stock Feed Co., CHESLEY ST.

have fifty double services, guaranteed, 30x3 1-2, 2.00. Other sizes on application. Dealers write for special agency. United Auto Tire Co., Ltd., 4 Duke Street, St. John, N. B.

DOMINION COAL COMPANY. GENERAL SALES OFFICE, ST. JOHN, N. B.

ANTHRACITE PEAK COAL for Furnaces and Ranges. Excellent quality. Low prices. P. & W. F. Starr, Ltd., Smythe St., 157 Union St.

BOILER TUBES. Boiler tubes are almost famine scarce, and consequently, high in price. Our stocks here have been recently replenished by the arrival of a number of shipments ordered from the mills some eight months ago.

Matheson & Co., Ltd. BOILER MAKERS. Glasgow, Nova Scotia.

Improve Your Looks. Purifying the blood. Salve on skin, liver spots, pimples and blotches are usually due to impure or impoverished blood. Cleanse the skin, put roses in pale cheeks, brighten the eyes, build up the whole system by taking Dr. Wilson's Bitter.

Dr. Wilson's Bitter. It's a wonderful tonic for women, especially. Prepared of Nature's herbs and gives the happiest results when used regularly and according to directions.

DeVan's French Pills. Reliable Regulating Pill for Women. A box sold at all Drug Stores, or direct to any address on receipt of \$1.00 in cash, or by money order, or by check, or by postal note, or by registered mail. The Ross Drug Co., Ltd., 100 King Street.

HOSPITAL FOR MEN. Stronach, Vin and Vitality for Nerve. Brain; increases "gray matter"; a nic—will build you up. \$1 a box, or \$5, at drug stores, or by mail receipt of price. The Ross Drug Co., Ltd., 100 King Street.

ANTYRE, LTD. 100 King Street. O. Box 1990.

ADLEY. 1479. Quebec.

PROPER GEAR CHANGING IS A FINE ART

Which All Motorists Should Try to Master for Their Own Benefit.

EVERY CAR HAS ITS OWN PECULIARITIES

A Study of Which Will Soon Enable the Driver to Make the Smooth Getaway.

Mr. Motorist, have you ever envied the automobile driver who pulls away from the curb with never a clank of the car's gears? Who knows exactly when to shift the gear lever and who does it so quietly that it seems to you, sitting beside him, that his car hasn't any gears at all. Of course you have; but why envy him when you can do the same with your own car if you will only find out what happens in the transmission under the floor-boards.

The design of the transmission and clutch has much to do with successful gear shifting, but however perfect the mechanism may be a certain amount of practice is necessary to shift the gears without the ends of the gear teeth striking together. It is this clashing of teeth that makes your repair man welcome you so cordially when you pull up for oil or gasoline. He knows that, as a result, sooner or later you will have to put your car in his workshop—hence his smile. Ignorance of the proper way to shift gears results in the gradual wearing away of the teeth, and, in extreme cases, strips them from the bod-

ies of the gears. In every case, a noisy transmission results.

The transmission is made up of a series of gears, mounted upon a main shaft and a counter shaft, with an idler gear mounted upon the transmission case. The first and second speeds and reverse are three sets of reduction gears with various ratios. High speed is on direct drive, which means that the drive-shaft to the rear wheels revolves at the same speed as the engine crank shaft.

When the clutch-pedal is pushed down (or "out," in automobile parlance) the engine is disconnected from the transmission, which releases the pressure of the gear teeth against each other and allows the gears to be shifted easily. The lower end of the shift lever connects with the gear shifting forks, which are so arranged as to push the gears forward and backward on the square main shaft in order to make the different gear combinations.

Here is the whole secret of successful gear changing. The two gears about to be meshed should be revolving slowly and as nearly as possible at the same rate of speed. If one of the gears is revolving much faster than the other it is impossible to shift them without a clash. It is therefore a mistake to let the car gain too great a speed before shifting into a higher combination.

Now when the car is under way, pull down the hand throttle and take your foot off the accelerator so that the engine idles slowly, throw out the clutch, pull the lever from first-speed, then clear to the left and into second speed. Let the clutch in gently and push down the accelerator until the car attains a speed of eight to ten miles an hour. When the clutch should again be disengaged, the foot removed from the accelerator and the lever pulled straight back into high position. All these motions should be made deliberately and without haste. Usually the driver is in too much of a hurry to make the shifting smooth. Don't grasp the lever lightly in your hand—that does not help the shifting one

bit and only makes you tired. By moving the lever backwards with the tips of the fingers the driver can actually feel when the gears are turning at the right speed and mesh them gently. When the lever is gripped lightly this is impossible.

But in heavy pulling, or on an upgrade, where the car will slow down the instant the accelerator is released, the gear shifting must be made quickly and firmly in all speeds.

Shifting from high to second or low speed is just the reverse of these motions, except in the handling of the accelerator. The principle of the thing is to make the shifts as quickly and firmly as possible, so as not to let the gears slow down. The clutch pedal must only be pressed down far enough to barely release the clutch.

Never attempt to put the shift lever in reverse, or shift from reverse to a forward speed until the car is at standstill. If you do, an enormous strain is thrown upon the entire mechanism. In starting the car on a steep hill, hold down the brake with the right foot, put the shift lever in first speed and use the hand throttle to get away, releasing the brake slowly as the engine takes up the load; and when starting down a grade put the lever in first or high speed, and let the momentum of the car start the engine. This economizes upon the battery and does not injure the car.

If you follow the above rules and conscientiously study the peculiarities of your own particular car (for every car has its own likes and dislikes exactly as would a horse) you will soon become an expert driver and operate your car automatically and with precision. Try it and see.

up." The terminal system expedites the handling of inbound Grand Rapids freight in the same way, small trucks distributing it after receipt at the terminal.

"Much of the success for this achievement is due to the Grand Rapids Associated Truck Lines, Harold Wood, president. It is being patterned after elsewhere.

"H. S. Firestone, sponsor of the bureau has been active for several months in promoting the use of the motor truck by the insertion of Ship-by-Truck messages in various periodicals and newspapers.

"Accordingly, branch bureaus as local clearing houses of information and promotion in each large trucking center were established. A central bureau at Akron, O., to serve as an agent to collect whatever useful facts the local bureaus uncovered and make them available to all interested also was formed.

"The Detroit bureau found its first work in bringing shippers and operators of established truck lines together. Having listed all operators the routes they covered and their schedules, it caused advertisements to be published which contained these lists and a Detroit Ship-by-Truck message.

HOW TO SELECT A SUITABLE TRUCK

Nearly forty per cent of the tires manufactured are junked before they deliver the maximum mileage built into them.

Poorly aligned wheels, caused by side pressure against curbs, cause tread wear after from one hundred to two hundred miles of running. One of the commonest abuses is under-inflation, which causes fabric breaks. Every motorist should provide himself with an air gauge to test the pressure frequently.

Tread cuts are experienced by every motorist. It is impossible to avoid sharp stones or rutty roads, which pierce the tread and sometimes the fabric. For small cuts the best treatment is tire putty, while for the larger vulcanization should be done.

When an under-inflated tire strikes a sharp stone, the rubber gives, but the fabric does not. Perhaps several or all of the plies are punctured. The tire may not blow out at the time, but may later. To avoid along-the-road troubles and delay, outside protection and rim-cap patches should be part of every car's equipment.

As important as the casing, the tube should be given attention. When a new tube is placed in position, enough talk should be used so that it

will not chafe and stick to the casing when heat is generated. Too much talk will harm the tube.

Chains that are adjusted too tight will tear the casing; they should be loose enough to creep. Storing a car where the tires will come into contact with oil should be avoided, for it has a deteriorating effect on rubber. Driving on car tracks is bad, as the burden of weight on a small portion of the tire will pull the tread loose.

HELPFUL HINTS FOR MOTORISTS

Cleaning Reflectors.

Do not try to clean the head-light reflectors with an ordinary cloth, because you are apt to scratch the highly sensitive surface and do more harm than good. The best way to polish them is to first sponge them off lightly with a soft wet cloth so as to remove all loose dirt. When dry, take a piece of dampened chamois and dip it in jeweler's rouge and then polish the reflector with a spiral or circular motion, starting at the center. You will be surprised what a difference clean reflectors will make in the light reflected upon the road.

HIGHWAY DON'TS.

Don't blow your horn in an attempt to hurry a herd of cows off the road. It can't be done.

Don't start a race with a friend on a public highway.

Don't fail to give proper warning when attempting to pass a machine from the rear.

Don't leave your car standing with the engine running.

Don't speed through small towns.

Don't go back on to the main highway or away from the curb without holding your signal arm out.

Don't cut corners, even in the country.

Don't depend on the other fellow to stop.

SAILORS IN SOCCER.

Teams picked from the stewards and firemen of the two C. P. O. S. liners in port, the Scandinavian and Protarian, played a game of "soccer" yesterday afternoon on the Barrack Green. At half-time the Scandinavian was leading 2 to 0, but the Protarian men rallied in the final period and were able to tie the score before the whistle sounded the end of the game, the score standing 2 to 2.

RALPH DE PALMA TO PARTICIPATE IN MOTOR CLASSIC

Idol of the Auto Racing World to Drive a Mystery Car.

NOW BEING BUILT AT THE BALLOT WORKS

'Always Has a Smile Whatever the Outcome of a Race.

Indianapolis, Ind., April 13.—Ralph De Palma, undoubtedly the most popular automobile racing driver in history, has signed to drive in the Eighth Annual 600-mile race to be held at the Indianapolis Speedway, May 31.

De Palma will pilot a Ballot, a product of the famous Ballot Motors, Paris, France, and there is no little mystery surrounding the amount the winner of the 1920 classic will drive. His team makes in the big race are not announced, nor are any details of his car except that it will be of 180 cubic inches piston displacement, 3 cubic inches inside the limit specified, and that it will be a 1920 model.

Last year De Palma drove a 12-cylinder Packard and despite persistent engine and tire trouble, finished sixth. This year he is riding a Ballot—"because he wanted something distinctive," as he put it.

Little is known of the Ballot car as last year was the first time it appeared in racing competition. In the 1919 sweepstakes four Ballots were entered—Albert Guyot finished fourth, Rene Thomas eleventh, while Louis Wagner and Paul Bollet, others members of the Ballot team, were forced out of the race because of broken wheels.

However, Rene Thomas, speeding a Ballot, travelled the fastest lap ever.

A Simple Way To Remove Dandruff

There is one sure way that has never failed to remove dandruff at once, and that is to dissolve it, then you destroy it entirely. To do this, just get about four ounces of plain common liquid arvon from any drug store (this is all you will need), apply it at night when retiring; use enough to moisten the scalp and rub it in gently with the finger tips.

By morning, most if not all of your dandruff will be gone, and three or four more applications will completely dissolve and entirely destroy every single sign and trace of it, no matter how much dandruff you may have.

You will find all itching and digging of the scalp will stop instantly, and your hair will be fluffy, lustrous, glossy, silky and soft, and look and feel a hundred times better.



College Boys' Suits for School, Office, or Recreation

Made by

FASHION-CRAFT

and bearing their label are a sure buy and will give that sharp snappy look to their wearer as well as service and value for the money spent.

Sold by 300 merchants in Canada.

Locally by:—

SCOVIL BROS., LTD. ST. JOHN, N. B.

"SHIP BY TRUCK" MOVEMENT GAINS

Has Been Successful in Grand Rapids—Much Quicker Delivery Possible.

"In many sections of the United States rural ship-by-truck has in comparatively short time won the staunch support not only of farmers and rural merchants but also of wholesalers and manufacturers," says Braest Parr, chief of the Firestone Ship-by-Truck Bureau, Akron, O.

"Wholesalers particularly those dealing in groceries, fruits and drugs, like the way in which Ship-by-Truck speeds their deliveries. They are finding that by this newest method of transportation they can make deliveries in the short haul freight field the same day orders are received.

"Because of the support given the movement in Grand Rapids, St. Paul, Seattle, Louisville, Minneapolis and elsewhere, central terminal stations have come into being in these cities and are doing an ever-increasing business.

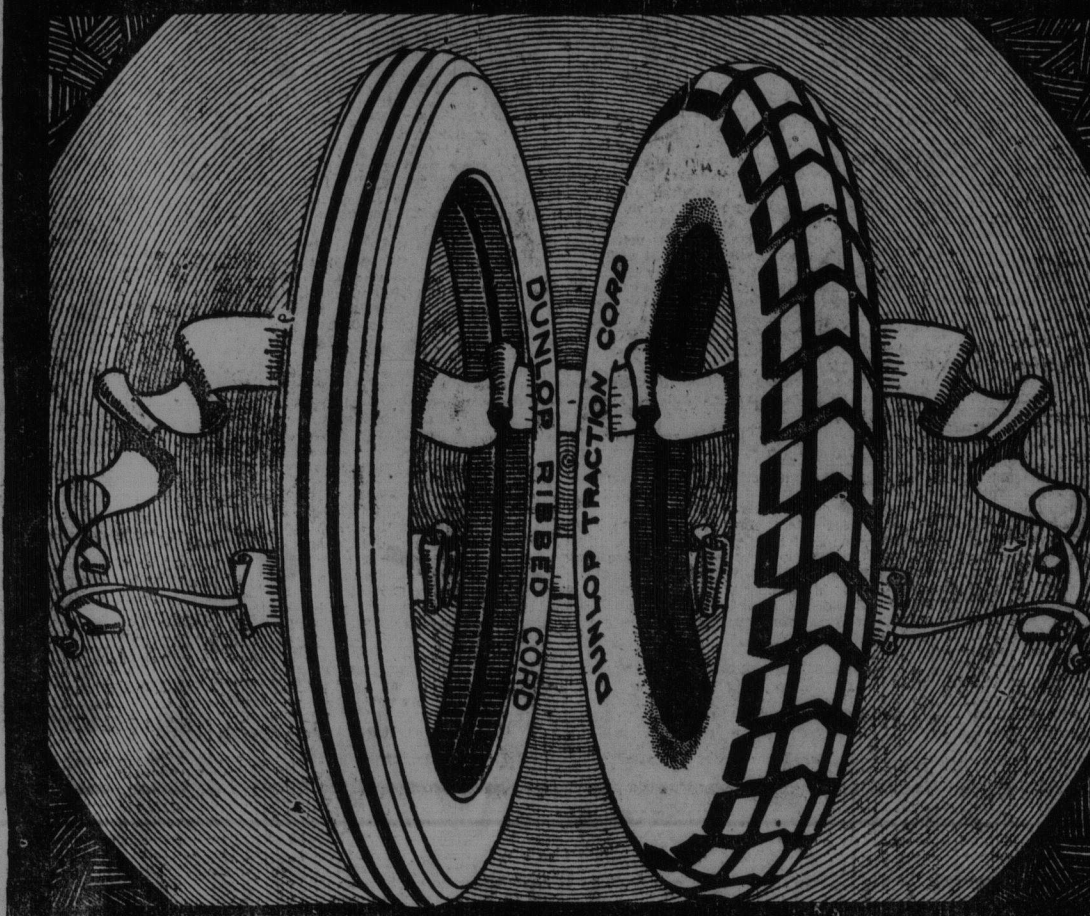
"The Grand Rapids terminal was started last July. By Sept. 1 it had outgrown its original quarters and moved to a larger place. Today more than 200,000 pounds of freight leave its platform daily. This terminal serves 19 rural and intercity routes. Thirty-two trucks are operated. The shortest route covers 2 miles; the longest 50 miles.

"Before the terminal was established, Grand Rapids wholesalers were finding difficulty in competing with Milwaukee dealers in a part of the Michigan territory which the Grand Rapids men felt, geographically considered, should be theirs. Lake transportation, which had become faster than that furnished the Grand Rapids men by railroads was playing into the hands of the Wisconsin men.

"Now, Grand Rapids wholesalers are far outdistancing their rivals in the territory affected.

"Grand Rapids is making deliveries for instance in Muskegon and Grand Haven, two of the larger cities in the competitive territory, by 5 o'clock in the afternoon of the day an order is received. It is making deliveries to Kalamazoo the same day an order is received.

"Delivery of outgoing freight to the terminal station by the wholesaler or saves the motor truck operator the time it would require to make a 'pick-



DUNLOP CORD TIRES

IF YOU had the time to note the tire equipment on automobiles these days, you would believe, as we do, that

1920 IS A DUNLOP YEAR

- 1. The ascendancy that shows on our sales record, naturally tallies with the "road" record.
- 2. You may not know where rubber comes from, but after a purchase you'll soon know that it goes into Dunlop Tires.
- 3. Try "Traction" or "Ribbed." The verdict on these two exceedingly popular tires is:
 1. That the Quality Never Varies.
 2. That the Mileage Keeps Adding Up.
 3. That the General Serviceability is Matchless.

STOCKED BY LEADING GARAGES AND TIRE DEALERS.

DUNLOP THE UNIVERSE OVER—THE WORLD'S GREATEST RUBBER ORGANIZATION

Dunlop Tire & Rubber Goods Co., Limited

Head Office and Factories TORONTO

BRANCHES IN THE LEADING CITIES



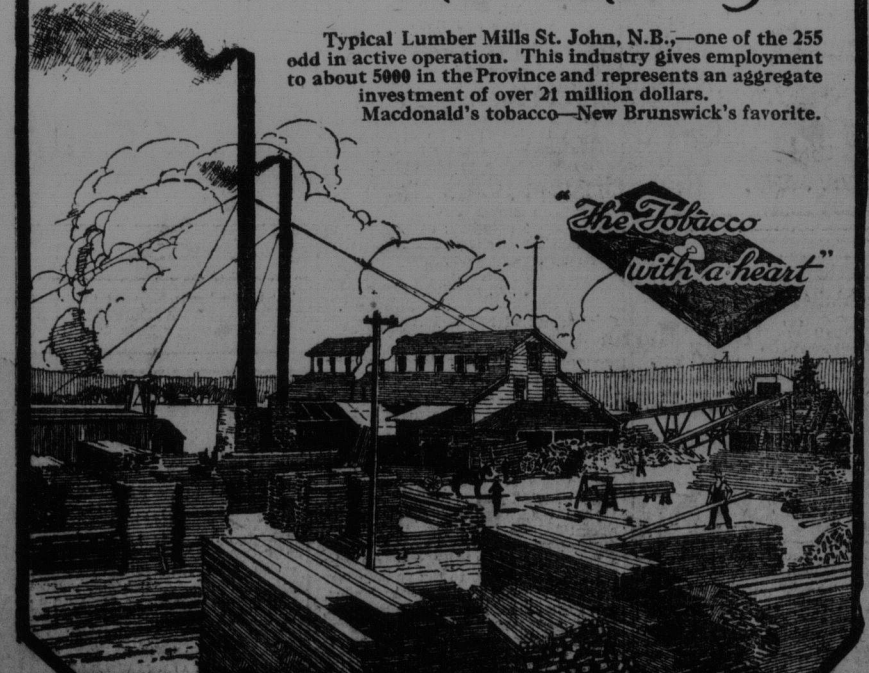
PHONES: M. 3660-3661

Dunlop Tire & Rubber Goods Co., Limited
71 Prince William Street - ST. JOHN
(Rear Entrance, 14-16 Water Street)

MACDONALD'S PRINCE OF WALES

(A Favorite Chew Since 1858)

Typical Lumber Mills St. John, N.B.—one of the 255 odd in active operation. This industry gives employment to about 5000 in the Province and represents an aggregate investment of over 21 million dollars. Macdonald's tobacco—New Brunswick's favorite.



The Tobacco with a heart

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ST. JO

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Idol of the Auto Racing World to Drive a Mystery Car.

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Ralph will pilot a Ballot, a product of the famous Ballot Motors, Paris, France, and there is no little mystery surrounding the amount the winner of the 1916 classic will drive. His team mates in the big race are not announced, nor are any details of his car except that it will be of 180 cubic inches piston displacement, 3 cubic inches inside the limit specified, and that it will be a 1920 model.

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However, Rene Thomas, speeding a Ballot, travelled the fastest lap ever

A Simple Way To Remove Dandruff

There is one sure way that has never failed to remove dandruff at once, and that is to dissolve it, then you destroy it entirely. To do this, just get about four ounces of plain common liquid arvon from any drug store (this is all you will need), apply it at night when retiring; use enough to moisten the scalp and rub it in gently with the finger tips.

By morning, most if not all, of your dandruff will be gone, and three or four more applications will completely dissolve and entirely destroy every single sign and trace of it, no matter how much dandruff you may have.

You will find all itching and digging of the scalp will stop instantly, and your hair will be fluffy, lustrous, glossy, silky and soft, and look and feel a hundred times better.

turned at the Speedway, when in the speed trials he was caught by the times in 1:25.89, or an average of 104.78 miles per hour. The nearest approach to this record made by an American driver in a Yankee-made car was by Louis Chevrolet in a Frontenac, 103.16 miles per hour, or 1:26.17 for 3 1/4 miles.

De Palma first raced in a Ballot at the Los Angeles Speedway, this year. He finished eighth and in the meantime changed 18 tires. The car that De Palma will drive here in May is still under construction in France at the Ballot plant. It is rumored that it will be of 8-cylinders in line type a racing sensation.

He has been turning in some fast times in trials on coast tracks recently, his best trip being around a 1 1/4 mile oval in 1:22.2, or 117.01 miles per hour. His speed trials over the Indianapolis track before the race will be watched with interest by devotees of the speed game and his performance in the race will undoubtedly furnish thrills aplenty for all the racing bugs.

Ralph, of the sunny disposition and ever present smile, firmly imbedded himself in the memory of the thousands of race enthusiasts in the 1915 sweepstakes. With but two laps to go, De Palma and his flying Mercedes, which had kept the stands on its feet throughout the thrilling race by its daring performance under De Palma's guidance, was leading the vanguard of racers with Joe Dawson, the nearest competitor, 8 laps or 20 miles behind.

It looked like an easy win for the favorite of the day, but a connecting rod broke, tossed him out of the race and literally knocked the \$20,000 prize out of his hands. De Palma jumped from his car and pushed it down the home stretch to his pit amid the cheers of the excited thousands. When Joe Dawson in Number 8, a National, whizzed by him, De Palma waved him on to victory—and kept on pushing his disabled car—smiling.

Joe Dawson won the race—but Ralph De Palma was the hero of the day.

De Palma has never blamed "hard luck" for his racing misfortune. He merely tells what happened to the car, giving no alibis. His clean sportsmanship has won for him a place in the racing hall of fame—there never was a more popular driver.

In 1915 he came back and won the sweepstakes, driving a Mercedes.

PRICES ON WALL ST. IMPROVED SOME

Announcement That Railway Difficulties Had Eased Restored Cheerfulness.

(Published by McDougall & Cowans.)

New York, April 13.—Improvement in the market continued into the afternoon and stocks generally sold between one and two points above the previous closing. The Sugar stocks continued to lead in activity and strength. Around one o'clock a sharp break of a dozen or more points in G. M. O. unsettled the list, more or less and brought about a reaction from which the market recovered fairly

FEDERAL TRUCK MAKING GOOD IN ST. JOHN

Have Given Good Service in All Parts of the World for Ten Years.

MANY CITY FIRMS PLACING ORDERS

Has Record of Getting There in All Kinds of Weather.

Federal Trucks are only just becoming known in this province owing to the fact that the Federal Motor Truck Co. have had no representation in New Brunswick until September of last year. Since then the Victory Garage and Supply Co. have placed six Federal in St. John City and Federals are now quite a common sight in all kinds of weather. The Provincial Chemical Fertilizer Co. purchased the first two-ton Federal in September last, and all through the heavy winter storms, this truck plowed its way, day in and day out, between the Fertilizer Factory at East St. John and the City proper. Not a minute was lost for repair or adjustment, the truck simply "ran," as is the way with Federals, doing the work of four teams of horses in weather that would have made it a crime to have horses exposed to it. The Fertilizer Co. have ordered a second Federal for early delivery. The Canadian Oil Co. have purchased a Federal 1 1/2-ton chassis on which they are mounting a gasoline tank. Several other leading business houses have examined the line and ordered a Federal. Among these are Murrey & Gregory, probably the oldest users of trucks in the city. They have had trucks of several makes for a number of years, and after giving it a thorough inspection, ordered a 2-ton, extra long wheel base Federal, for spring delivery.

Federal Trucks have been giving continuous service for ten years in all parts of the world. A recent shipment to Britain was 46, and they are being used in China, Manila, the Philippines, just received 14 Federals, and so on, ad infinitum.

well in the last hour despite a rising rate for call money. Money went to 12 per cent, just before the close and was reflected in some little irregularity in the late trading. Announcement a little before closing hour that two of the railroads which have been most seriously tied up by the strike were restoring a considerable number of passenger trains put a more cheerful aspect on the strike situation and confident predictions were again made in railroad circles of an early return of the strikers to their jobs.

Sales, 1,032,000.

E. & C. RANDOLPHE.



A Great Used Car Sale Is Now Under Way

We have the following:

- 25 Fords
- 12 Chevrolets
- 9 Overlands
- 8 McLaughlin Specials
- 9 Briscoes

Come early and get your choice
All prices
Terms—One-third Cash

NEW BRUNSWICK USED CAR EXCHANGE
173 Marsh Road
St. John, N. B.

LESS GAS and MORE MILEAGE

BRISCOE--The Car With The Half Million Dollar Motor

The wonderful power plant of the Briscoe Car has a most interesting history. It is called the "Half-Million-Dollar Motor," because that is almost exactly what it cost to design, build, experiment with and perfect the first Briscoe Engine.

In this enterprise, Benjamin Briscoe had associated with him several of the most eminent automobile engineers in the world. All the way to France these men took their problem, and in an atmosphere of quiet, served by workmen who were accustomed to doing things, slowly and well, they produced the engine which has made the Briscoe Car famous for economy and performance.

In France, gasoline has always been high in price, and the constant aim of French designers has been to produce engines which would use the minimum amount of fuel. This was the ideal that Briscoe engineers had before them, and they accomplished it at an initial cost of Half a Million Dollars. Today American manufacturing methods are turning out Briscoe Engines in such large quantities that Briscoe Cars have been made available at a price which almost any motorist can afford.

Arrange For a Demonstration With Your Nearest Dealer.

St. John, N. B. F. W. Dykeman & Co.
Sussex T. J. Mercer
Sackville W. C. Robinson
Blackville M. O. Sutherland

Edmunston D. M. Martin
Woodstock O. R. Estey
McAdam Jct. Fred. Embleton

ST. JOHN SHOWROOMS - 45 PRINCESS STREET
OPEN EVENINGS

HIGHWAY DON'TS.

Don't blow your horn in an attempt to hurry a herd of cows off the road. You can't be done.

Don't start a race with a friend on a public highway.

Don't fail to give proper warning on attempting to pass a machine in the rear.

Don't leave your car standing with engine running.

Don't speed through small towns.

Don't go back on to the main highway or away from the curb without giving your signal arm out.

Don't cut corners, even in the count-down.

Don't depend on the other fellow to

SAILORS IN SOCCER.

Teams picked from the stewards and firemen of the two C. F. O. S. are in port, the Scandinavian and the American, played a game of "soccer" yesterday afternoon on the Barrack Green. At half-time the Scandinavian led 2 to 0, but the American rallied in the final period and was able to tie the score before the little sounded the end of the game, the score standing 2 to 2.



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popular tires is



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JOHN

THE WEATHER.

Toronto, April 13.—The main disturbance is now over New England, but the barometer is low and falling north of the Great Lakes, and has fallen today in Northern Ontario and rain in Quebec and the Maritime Provinces.

Prince Rupert	30	36
Victoria	40	50
Kamloops	38	54
Calgary	28	34
Edmonton	22	34
Moos Jaw	27	38
Saskatoon	27	40
Winnipeg	28	42
Port Arthur	28	44
Parry Sound	22	40
London	25	40
Toronto	27	40
Kingston	32	42
Ottawa	34	42
Montreal	40	48
Quebec	32	42
St. John	34	44
Halifax	32	40

Forecast.

Maritime—Strong winds and moderate gales east and south, showery.

Northern New England—Partly cloudy Wednesday; Thursday fair, not much change.

Winds off Atlantic Coast, north of Sandy Hook, fresh and strong west winds and clearing weather.

AROUND THE CITY

REAL ESTATE TRANSFERS.
S. H. Bohmer et al to F. W. Barnett, property at Fairville Junction.
E. Green to S. A. Gilbert, property at Simonds.
P. Kenna to S. J. Knowlan, property at Simonds.

NO MEETING HELD.
Owing to the funeral of ex-Councillor J. V. Russell there was no meeting at city hall yesterday. The council will meet in committee this morning and in council this afternoon.

BOARD OF TRADE

The secretary of the Board of Trade received a letter from a firm in Amsterdam, Holland, asking to be put in touch with St. John exporting and importing houses. A firm in Los Angeles, California, asked for information about firms here interested in automobile accessories.

THE COMMON COUNCIL.
The City Commissioners will meet in committee at eleven o'clock this morning, and at noon the meeting of the council will be held. The regular meeting having been postponed to permit the commissioners to attend the funeral of the late James V. Russell, who was for some years a member of the council.

CHALEUR ARRIVES

M. S. P. liner Chaleur arrived yesterday morning from the West Indies with 152 passengers and a full cargo of freight including heavy consignments of sugar and molasses. She docked at Pettigill's wharf. The St. John passengers on the Chaleur were Mr. and Mrs. Roland Pyth, Miss Clara Schofield and Mrs. J. McAvoy. Mrs. Mullin and Miss Gertrude Mullin will return on the next boat.

MAKING GOOD PROGRESS.

Good progress is being made by J. A. Grant & Co. in the erection of a grain conveyor from the new C. P. R. elevator to No. 10 berth, and one of the towers and four berths of the galley have been constructed. As soon as winter port traffic ceases and work is able to be done across the railway tracks, the building of the conveyor will be carried along rapidly. It is anticipated that the galley will be finished by the middle of July. The Pegies-Bellows Ltd. who have the contract for supplying and installing the equipment, have their stock on hand, and are prepared to commence installation on short notice.

NATURAL HISTORY JUNIORS' MEETING

Session Held Last Night—Will Hold Summer Camp Some Time in August—Interesting Address by Mr. McIntosh.

The Juniors of the Natural History Society held a meeting last night, the President, Miss Audrey Campbell, presiding, at which it was decided to hold the usual summer camp some time in August. The locality this year will be somewhere along the shores of the Grand Lake, although nothing has been definitely decided as to its exact location. Last summer the Junior encampment was situated on the picturesque shores of Bellefleur Bay.

LOOK TO ELBOWS NOW.

All signs seem to point to short sleeves in the new frocks for summer wear. That fact, and the additional one that gloves are more often than not discarded with evening dress, except on the most formal occasions, make it necessary to pay some attention to the state of one's elbows. These prominent parts of one's arms seldom measure up to the post-standard of dimples and beauty. Truth to tell, they are more apt to be pointed than dimpled, besides which the elastic quality of the skins which covers the elbows renders them an easy prey to roughness and redness if no attention is paid to bathing them carefully. Warm water bathing with good soap and massage is recommended. Exercise is advised for arms inclined to be flabby.

Special Meeting Held Yesterday

Directors of the Fernhill Cemetery Company Elected Officers and Transacted General Business.

The directors of Fernhill Cemetery Company held a special meeting yesterday afternoon for the purpose of electing the officers of the Board and for the transaction of general business. Colonel E. T. Sturdee was re-elected President, and Mr. E. L. Rising, Vice-President for the ensuing year. The resignation of Mr. G. W. Ketchum from the directorate was regrettably received, and Mr. Thomas Bell was elected to fill the vacancy. M. O. Magee was re-appointed secretary, and J. P. Clayton superintendent. The following gentlemen were elected to constitute the Executive Committee of the Board: The President, Col. Sturdee, His Honor Judge Forbes, P. Campbell, H. C. Rankins, George A. Kimball and J. A. Likely. The Lot Committee were elected as follows: Messrs. E. L. Rising, Col. Sturdee, F. E. Hanington, C. E. Scammell, R. H. Dockrill, A. W. Adams and Thomas Bell. The selection of a new area for lower priced lots was referred to the Lot Committee, and the purchase of two new horses was authorized. The matter of neglected lots, referred to the incoming Board by the annual meeting, was discussed at length. The most feasible plans suggested, in the opinion of the directors, were the solicitation of a special collection from the churches or an application for legislation in connection with the matter.

Says St. John Is A Great Pythian City

Charles S. Davis of Denver, Col., on First Visit to Canada is Highly Pleased With the Loyalist City.

"St. John is a great Pythian city, with as fine an organization as any city of its size on the continent," said Charles S. Davis, of Denver, Col., Supreme Chancellor of the Knights of Pythias, who is making a grand tour of all the domains. This is his first visit to Eastern Canada, though he has covered nearly all the domains in the West.

"I have had a good opportunity to realize the size of Canada, its vast undeveloped resources, and its possibilities for the future, and I am much interested in seeing the East," he added. "My mission is to visit all the communities where the order has branches, and give them greeting and talk over matters with them."

"Our order stands primarily for patriotism. It has about 800,000 members in the United States and Canada, and we seek to encourage patriotism on both sides of the border. We believe in democracy and the established order, and are opposed to Bolshevism in any form, though it is hardly necessary to say that. We urge our members to support their governments in their efforts to promote education and all movements for the good of the people. We also lend assistance to religious movements, which have other than sectarian ends."

"Our order took a prominent part in war work, and we are at present much interested in re-constructing, helping the returned man to re-settle himself in civil life, and working out various kinds of social adjustments. We have a fund of about \$100,000 which is available for reconstruction work."

"Our general funds run to over \$2,000,000, and the order was never so flourishing or active as today."

"We have a very fine organization in St. John, and five branches all over the Maritime Provinces. The excellent state of the order in St. John is due to the able and enterprising executives we have had here—and no doubt to the general high intelligence of the people, and the wide field of choice of good executives."

The Supreme Chancellor addressed a meeting of the members of the K. of P. held in the Centenary Hall last evening, and later left for Halifax.

TOTAL NUMBER OF ARRESTS ARE TEN

Three on Charge of Having Liquor on Person—Two for Stealing Sugar, Two for Being Stowaways and Four Drunks.

The number of arrests made last night totaled ten, four being for drunkenness. Thomas Carle was arrested by C. P. R. Constables Gorman and Milford in the afternoon in West St. John for having liquor in his possession, and was fined \$10. Harry Neal, Alfred Mallman and Thomas Asano were arrested for stealing sugar from the Atlantic Sugar refineries.

Erza White, colored, was given in charge by the captain of the R. M. S. P. Chaleur on the charge of being a stowaway. Erza hailed from the Barbadoes.

Gordon Hovey was arrested on the West Side at 9:15 last evening by Policemen Spinney and Gorman. He is charged with having liquor in his possession.

WAIST LINE SOCIAL.

A Waist Line Social, under the auspices of the Ladies Aid was held at St. Matthew's Church Monday evening, April 12th. The social was well attended and a splendid programme was rendered. Refreshments were served. J. A. Fraser Gregory acted as Chairman. In connection with the social there was also held an Apron and Candy sale. The sum of \$140 was realized.

NOTICE.

Get your tickets at once and avoid disappointment. Graveure Concert April 19th.

Public Hearing This Afternoon

Public Utilities Commission Will Meet When Application of N. B. Telephone Company for Increase in Rates Will be Dealt With.

A public hearing in the application of the New Brunswick Telephone Company for an increase in rates, will be held this afternoon by the Public Utilities Commission in the public utility rooms, Prince William Street. The report of S. H. Milgram who has been making an audit of the books of the Company for the Commission, will be read and those interested be given an opportunity to be heard.

The Vote Against Abutters' Tax Bill

Some Speculation as to What the Effect Will be Upon the Local Improvement Act Now on the Statute.

There is some speculation as to what will be the effect of the vote against the abutters' tax bill upon the local improvement Act now upon the statute books, which provides that on petition of a certain per centage of abutters willing to pay half the cost of the city council may go ahead and make a street and charge the other half to general assessment. Some people say the result of the plebiscite shows that the rate payers do not want the city to carry out a permanent paving programme of any consequence; others declare that it will force the city council to repeal the present local improvement Act and make it a target for demands for permanent paving from all sections of the city. It is even suggested that those who have paid a share of the cost of permanent paving under the old act will now demand their money back. But possibly the city fathers will not be in a hurry to repeal the old act, if only because it will offer them a bulwark against demands for permanent paving in residential streets.

The plebiscite would seem to show that the landlords have considerable influence in the city. Every landlord will now be able to shift any increase in taxes upon the tenants.

THE GREAT WAR VETERANS' MEETING

Delegates from Dominion Convention Reported Last Night and Were Commended on Their Judgment in Action of Re-establishment.

At a meeting of the Great War Veterans Association held last evening in the Veterans' Home on Wellington Street the report of the delegates to the Dominion Conference was received and adopted.

A vote of confidence was passed commending the judgment of the delegates in their vote on re-establishment and adopted.

SCOTTISH RITE MEMBERS HERE

The Ancient and Accepted Scottish Rite of Free Masons of New Brunswick and Nova Scotia met in the Masonic Temple on German street yesterday afternoon and evening. The conference will be continued today. There was a large number of visiting members present from other parts of the Maritime Provinces and the visitors will be the guests at a banquet in the Union Club this evening.

PROVINCIAL MEMORIAL HOME, Wright Street.

The Treasurer, H. Usher Miller, P. O. Box 794, City, acknowledges, with thanks, the following generous amounts:

Royal Arms Chapter, I. O. O. F., \$50.00
Valcartier Chapter, I. O. O. F., 25.00
Three South End Friends, 7.00
Two North End Friends, 7.00
Mrs. H. A. McKeown (monthly), 5.00
Mrs. Duplison, Fredericton Jan., 5.00
Don. N. B., 2.00

WOMEN'S HOSPITAL AID.

Regular meeting, Wednesday, 8 o'clock, Board of Trade.

POPULAR STYLES IN SUMMER WEIGHT VESTS AND DRAWERS AT DYKEMAN'S.

Women who want the lighter and more comfortable styles in underwear as a change from the heavier winter weights will find what they want at Dykeman's, a new shipment having just arrived. Comfy Cut Underwear, with Can't-Slip shoulder straps, fit well have delightful elasticity and comfort, from 35c. to 55c.

Perfect Knitted Drawers, open and closed styles, at 75c.

Perons Knit Vests at 55c.

Children's Vests and Drawers, small sizes, 25c. to 35c.

F. A. Dykeman's, "the store for value."

Had Interviews With Business Men

P. T. Ward, Assistant Canadian Trade Commissioner to South Africa, Had Interviews Yesterday Regarding the Development of Trade from St. John.

P. T. Ward, who has been appointed assistant Canadian Trade Commissioner to South Africa, was in the city yesterday, and had interviews with representatives of the T. S. Simms Company, the Maritime Mail Works, and other concerns interested in developing trade with South Africa. Mr. Ward, who has been connected with other trade agencies in a new man for South Africa. He will go to Cape Town, where he will relieve Trade Commissioner Egan, who will make a trip along the west coast of Africa to look into the possibilities of markets there for Canadian goods. Mr. Egan, who succeeded mayoralty candidate John Chesley in South Africa, is being sent to West Africa as a result of the decision of the Rider Dempster Company to start a service between Montreal and West Africa next month.

Montreal Man Talks On Election

Says That if Mackenzie King Can Put it Over There Will be a General Election This Year.

"If Mackenzie King can put it over there will be a general election this year," said a business man from Montreal, who intimated that he had a private wire attached to some of the inner circles of politics, and had evidently some knowledge of the ropes of the game, which provides that the Liberal Party, which has been in power since the election of 1911, will be a general election this year.

"Well if he can command his followers to do that, he will have a considerable bunch of money not so long ago. They established a new paper at Ottawa to preach red hot Liberal doctrine. But Mr. King and a few of his friends got it into their heads that they needed an election to spend the money on. Mr. King is a cocky sort of fellow, so at the opening of the session he got up on both feet and moved an amendment to the Address from the Throne asking the Government to shut up shop. Mr. King and his immediate friends had it doped out to force the fighting, and to put supplies if necessary to bring the Government out of the street."

"But Mr. King is not quite master in his own house and still less in the Farmer's House. A lot of Liberal men think that the Liberal Party do not want to face an election until they have it, and later if possible. Moreover, the interests that put up the campaign funds are not sure that they had given Mr. King a mandate to try to force the Government to the country."

"So Mr. O'Grady and the farmers don't want an election yet a while. They want time for organizing. Mr. King would like to take the bull by the horns and saddle his own cause without reference to the farmers. He may have an idea that the West has only to look upon this matter from an economic point of view, and that it will be all over the way for anything but the Grand Old Liberal Party. But Boss Lapointe and his friends have other ideas. They don't believe much in the Liberal Party in the West, and they rather think they can reach an agreement with Mr. O'Grady to give him a free hand in the West and save their own bacon in Quebec."

"So Mr. King is rather up a tree which has many branches. But he believes that the prevailing unrest would serve his star of destiny, and wants an early election. His new Ottawa organ is trying to drum up courage enough in his followers to induce them to take the plunge and hold up supplies. And the gentlemen of the campaign funds are not certain what they want, or divided about it. They will referee the game, and tell what's what."

Some of the bosses behind the campaign funds figure out that the longer an election is postponed the stronger the Farmer's party will be. And the interest which supply the Liberal party with the money of war do not want a big farmer's delegation in the next Parliament, any more than the Unionists do. Supposing the Union Government was overthrown, they would sooner trust the tariff to the Liberal party knowing that Mr. Fielding would probably be a Finance Minister, and that any revision of the tariff he would make would be very mild."

"In considering the prospects of an election just got a point which should be borne in mind."

"Mr. King's honor is engaged—so to speak—to force an election by holding up supplies if he can't get his followers in line, and though few, it any of the present parliamentarians want an early election the people who put up the campaign funds may decide that it is better to try the luck of the Liberal Party now than wait till Mr. O'Grady and his farmers are able to dictate to the Liberals on tariff and other policies. The chances for and against an early election are about even at the present time."

NOTICE! NOTICE! NOTICE!

Don't forget the Graveure Concert Imperial Theatre April 19.

New York Sun: Graveure the King of Baritone. Imperial Theatre, April 19.

GRAND CONCERT

Don't forget the last concert this season by the City Cornet Band assisted by the Children's Vests and Drawers on Thursday evening, April 15th at 8.15 p. m. Tickets 25c; reserved seats 35c. Proceeds in aid of school fund.



Don't Let the Big Fellows Get Away This Time

Now is the time to overhaul your kit preparatory to your 24th of May fishing trip and see what you'll need, then see an early visit to our Sporting Department where you'll find a COMPLETE LINE OF ANGLERS' SUPPLIES including Dalsell's Hand-made Trout Rods, Bristol Steel and other makes of Steel Trout Rods. Also Trout Rods of Greenheart, Lancelwood and Split Bamboo. Malloch and other makes of Trout Reels. FLIES

A very complete line, including the Famous Furrow Flies. Also Lines, Hooks, Casts, Spinners, Artificial Bait, Landing Nets, etc.

SEE OUR OFFERINGS BEFORE YOU BUY


W. H. THORNE & CO., LIMITED

Store Hours:—8 a. m. to 6 p. m.—Open Saturdays till 10 p. m.

SPRING HATS THAT YOU'LL ADMIRE CLEVERLY CREATED AND TRIMMED YET SENSIBLY PRICED

in a wide variety of style and choice are arriving from New York almost daily. We believe that nowhere will you find hats so new, so novel and stylish, for our quick selling methods insure you hats that have been in stock but a few days at the most.

Marr Millinery Co., Limited



Muresco and Moore's House Colors

Are your best companions during the housecleaning season.

"MURESCO" (The Modern Wall Finish) covers more surface, and covers it better in one coat than any other article on the market. Made in white and sixteen colors and tints.

"MOORE'S HOUSE COLORS" (All Colors for All Purposes.) A pure linseed oil. We recommend this paint.

Emerson & Fisher Ltd.

Stores open at 9 a.m., close 6 p.m.; Saturday 10 p.m.

Early Spring Sale of Children's Dresses and Smocks

Some are slightly mussed and soiled from handling and are marked at decided reductions to clear.

Dainty White Dresses

Sizes: 2, 3 and 4 years Only.

Included are hand made frocks of sheer muslin, fashioned in loose belted style with blue feather-stitching and French knots. Empire styles with tucked yoke, trimmed with pink feather-stitching. Allover Deesee, with groups of tucking to form yoke and pretty scalloped bottoms. French effects with Dutch necks and trimmings of rows of lace insertion.

Besides these there are plain tailored pique frocks and a variety of other pretty and practical styles to choose from.

On Sale, \$1.25, \$1.50, \$1.75, \$2.25, \$2.50 and \$3.00

Children's Middies and Smocks

Coat and Pull-over Styles, in white, light brown, Copen, rose, natural and green. Some have collars, cuffs, belts and smocking of contrasting colors. Sizes 6 to 12 years.

On Sale, \$5, \$5.25, \$1.75, \$1.90, \$2.00, \$2.25 and \$2.50

You will find in this sale a splendid opportunity to help outfit the Kiddies for Summer at prices very much below regular.

SALE BEGINS WEDNESDAY MORNING

(Children's Shop, Second Floor.)

Manchester Robertson Allison Lines

BLING STREET • GERMAIN STREET • MARKET SQUARE

NEW STYLES IN FURS — FOR SPRING —

During the past few weeks we have been making up new styles in the popular furs for Spring and invite your inspection now.

We have Hudson Seal, Mole, Taupé, Squirrel, Grey Squirrel, Taupé Wolf, Natural Wolf, Taupé Fox, Isabella Fox, Cross Fox, and other furs now in demand.

You will find our prices the lowest for furs of reliability.

D. MAGEE'S SONS, LTD.

63 King Street
Established 1859.

The St. John Standard

SECOND SECTION

THE STANDARD, ST. JOHN, N. B., WEDNESDAY, APRIL 14, 1920

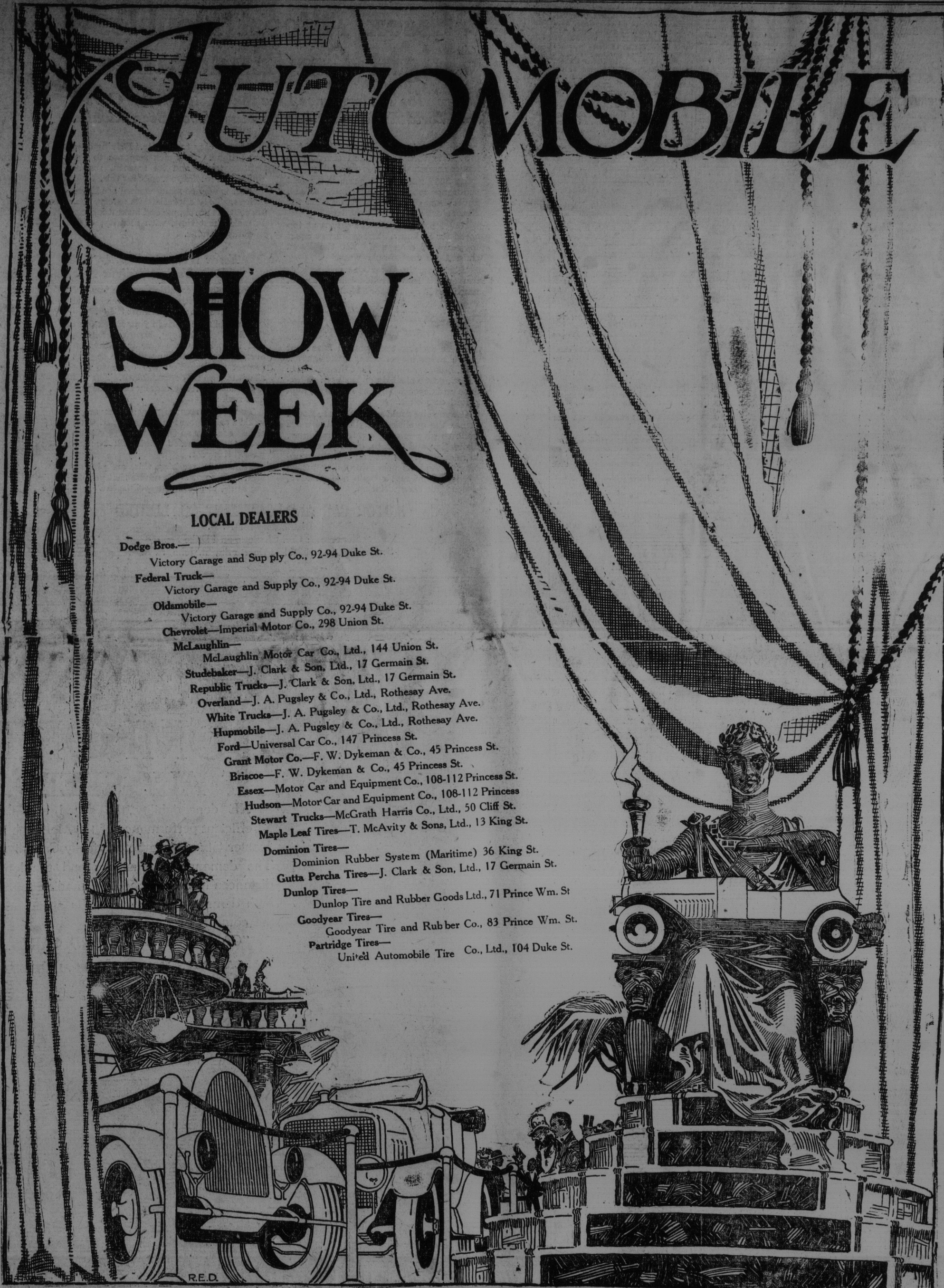
PAGES

AUTOMOBILE

SHOW WEEK

LOCAL DEALERS

- Dodge Bros.**—
Victory Garage and Supply Co., 92-94 Duke St.
- Federal Truck**—
Victory Garage and Supply Co., 92-94 Duke St.
- Oldsmobile**—
Victory Garage and Supply Co., 92-94 Duke St.
- Chevrolet**—Imperial Motor Co., 298 Union St.
- McLaughlin**—
McLaughlin Motor Car Co., Ltd., 144 Union St.
- Studebaker**—J. Clark & Son, Ltd., 17 Germain St.
- Republic Trucks**—J. Clark & Son, Ltd., 17 Germain St.
- Overland**—J. A. Pugsley & Co., Ltd., Rothesay Ave.
- White Trucks**—J. A. Pugsley & Co., Ltd., Rothesay Ave.
- Hupmobile**—J. A. Pugsley & Co., Ltd., Rothesay Ave.
- Ford**—Universal Car Co., 147 Princess St.
- Grant Motor Co.**—F. W. Dykeman & Co., 45 Princess St.
- Briscoe**—F. W. Dykeman & Co., 45 Princess St.
- Essex**—Motor Car and Equipment Co., 108-112 Princess St.
- Hudson**—Motor Car and Equipment Co., 108-112 Princess St.
- Stewart Trucks**—McGrath Harris Co., Ltd., 50 Cliff St.
- Maple Leaf Tires**—T. McAvity & Sons, Ltd., 13 King St.
- Dominion Tires**—
Dominion Rubber System (Maritime) 36 King St.
- Gutta Percha Tires**—J. Clark & Son, Ltd., 17 Germain St.
- Dunlop Tires**—
Dunlop Tire and Rubber Goods Ltd., 71 Prince Wm. St.
- Goodyear Tires**—
Goodyear Tire and Rubber Co., 83 Prince Wm. St.
- Partridge Tires**—
United Automobile Tire Co., Ltd., 104 Duke St.



This Time
Fishing trip and see what
we'll find a
of Steel Trout Rods. Also
her snakes of Trout Rods.
books, Casts, Spinners, Arti-
cled
11 10 p. m.

HATS

style and choice are
work almost daily.
ere will you find hats
stylish, for our quick
e you hats that have
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ENGLAND WILL CELEBRATE THE TERCENTENARY

Of the Sailing of the Pilgrim Fathers from Its Shores in the Mayflower and Speedwell.

EXERCISES WILL LAST FOR A WHOLE WEEK

Many Visitors Expected to Join in Anniversary Proceedings for Which Elaborate Preparations Are Being Made.

(Special Cross-Atlantic Cable Service to The Standard. Copyright.) London, April 13.—Americans must not think that they are going to celebrate this year's Tercentenary of the Pilgrim Fathers all alone. England is busily preparing for its commemoration of the pilgrimage, which is regarded here with great pride. Norfolk, Essex, Kent and London are all making ready for the event, for it was from those four counties, mainly, that the Pilgrims went. Nor will Englishmen be alone in the British celebration. American visitors are expected by the hundreds. Holland, from which the Pilgrim ship Speedwell came, will send a delegation; so will the Protestants of Switzerland and France. Locally, each town connected with the pilgrimage will have municipal festivities; nationally, the event will partake of an international character. Plymouth, from which the Mayflower finally set sail on its voyage of freedom, will, of course, be the chief scene of interest. Here there will be a Mayflower Pageant, which beginning September 1st, and acted for ten days in the drill hall, will tell the immortal story of the Pilgrim venture. It will culminate in a spectacle apostrophizing the spirit of liberty in the modern world.

On September 3rd, the Mayor of Plymouth will hold a reception in the Guildhall and on the following day a literary and historical conference will take place; there will be a historical procession through the city, and the protestant churches will unite in a meeting of praise and prayer.

Next day, Sunday, the Congregationalists will hold a service at the Mayflower Stone, which all denominations will hold special services in their own churches.

The Religious Principles and Witness of the Pilgrims will form the special subject of a conference, and mass meetings and demonstrations will follow.

On Sept. 7 and 8, the scene of festivity will shift to Dartmouth, where the Pilgrim ship was built, and then to Southampton, where the Speedwell, fresh from Holland, found the Mayflower waiting for her. Thursday, Sept. 16th, calculated as the actual centenary of the sailing allowing for the alteration in the calendar, will be the date of the national celebration. This will be at the Albert Hall, London, a building holding over 11,000 people.

But smaller places, too, will share the festival. Nottingham and its district include the homes of Brewster, Bradford, and John Robinson, as well as the location of some of the Separatist Churches which migrated to Holland. At Boston some of the Separatists, trying to fly to Holland from Stroud, were seized and put in jail. Conferences, services, and meetings arranged to be held from September 17 to September 24, and excursions will be made to Scroby, Alstered, Sturton, Epworth, Lincoln, Boston and the Dukeries.

A program of conferences and meetings has been drawn up by the Manchester Mayflower Committee, who have arranged for a visit to Duxbury, the birthplace of the Standard. The celebration will last from September 17 till September 24.

Three Essex towns, from which several of the Pilgrims set out, will honor the event on the following dates: Billerica, Monday, September 27; Chelmsford, Tuesday, September 28; Colchester, Thursday, September 30. These are now towns more used, nowadays, to sending out to American crews for the various Shamrocks, for Essex is, in these times, a great yachting centre.

It is expected that celebrations will also be held at Norwich, Yarmouth, Harwich, and Cambridge, all of which possess links with the Pilgrims.

The Federal Council of the Churches in America are arranging the celebrations in the United States in association with the Mayflower Council of England. The Nederlandse Pilgrim Fathers Committee is organizing a big program for Holland, where the celebrations will last from Monday, August 30, till September 29. The Dutch Pilgrim Fathers Commission is being invited to send over delegates and speakers, who will be given places of honor in our celebrations in England.

Saving Gasoline.
Every motorist has heard so much about saving gasoline in the winter that the advisability of saving it in the summer has been almost overlooked. Yet it is possible to save gasoline on even the hottest days of summer, especially in starting the car.

The application of the thermostat to the motor car is what makes gasoline saving in summer time possible. When the engine is cold the shutters are closed. This cuts off the air from the engine, which in turn warms up more quickly than if the radiator is without shutters allowing the fan to send back a full stream of air.

RACING IS CRUCIBLE OF AUTO PERFECTION

Lessons Learned from Speedway Big Factor in Motor Car Development.

The speedway, the road race and the endurance run have been the crucibles from which come the perfected automobiles today, according to a statement of a well known dealer who has long been known as an earnest advocate of such tests.

"Driving a motor car at top speed for five and six continuous hours in a speed contest, or sending the car through endurance and reliability tests, put it to a greater test than five years of ordinary service and immediately show up any weakness which may exist," he said.

"When it was announced five years ago that by the use of an exclusive, patented principle, Hudson had increased the power of the motor by 75 per cent without any increase in size or weight, the sacrifice of simplicity, skeptics expressed a doubt as to whether the car would stand up under such a strain.

"It was to prove the superior endurance which also resulted from the use of this principle, that Hudson cars were entered in endurance events. The Super-Six was not designed as a racing machine. Therefore it was not put on the speedway to display mere brute speed. It was entered merely to prove how the patented principle used in the Super-Six motor resulted in a motor with greater endurance than anything heretofore known because the increase in power it yielded came from the minimizing of destructive vibration.

"Pitted against the fastest special racing machines ever built, many of them costing from \$15,000 to \$40,000, these Super-Sixes made a record which has never been equaled. But it was a triumph of endurance over speed, for more than 60 per cent of the racing machines against which Hudson competed were destroyed. What the Super-Sixes accomplished, therefore, was due to superior staying powers. They were able to keep on running with less fuel than other cars with less than a third of the horsepower. In nine championship races during the first year on the speedways, Hudson cars except one finished within the money and a collision forced that one out of the race.

"It was at Chicago that a Hudson special established the American speedway record for 150 and 200 miles at an average of 104 miles an hour. This was faster than a car had ever travelled such a distance before. At Omaha, Seattle, Minneapolis and Tacoma, also, new track records were established. In some races, notably at Seattle, Super-Sixes practically monopolized the leading positions, taking first, third and fourth. In six of the biggest races of that year, Hudson cars captured three first positions, four seconds, two thirds, a fourth, a fifth, a seventh and a ninth. In fact, the Super-Six specials decisively won the American speedway championship from foreign made cars which up to that time dominated speed contests.

"But Hudson victories were not confined to the speedways. For it was the same year that stock Super-Sixes captured more world wide records than have ever been held by any other stock car. Everyone recalls how a Hudson stock car travelled 1819 miles in 24 hours, and how another seven-passenger touring car made the run from San Francisco to New York and return in ten days and twenty-one hours. In addition, a Hudson stock car in an acceleration test went from a standing start to fifty miles an hour in 14.2 seconds, and from a standing start to sixty miles an hour in 23 seconds, establishing new world's records.

"It was the result of these tests as well as the experience gained from 30,000 cars in the hands of their owners that has culminated the present perfected development of the Super-Six. The same engineers who built the first Super-Six and who for five years have developed it, are responsible for the latest Hudson model, which is the centre of interest at the automobile show this week."

DEAN'S SPEECH NOT A MERRY ONE

Mrs. Humphrey Ward in "A Writer's Recollections" Described Dean Stanley's Gloomy Address at Ward-Arnold Wedding.

Los Angeles, Calif., April 13.—Death Valley, once the terror of the traveler in the southwest and the last resting place of many early-day prospectors, is being made safe for travel both day and night.

This erstwhile barrier to human progress has been conquered by the automobile. Its trackless waste of sand has been sign-posted and its hidden waterholes marked by Uncle Sam. Not content with merely making the desert easy to cross for travellers in daylight, the Automobile Club of Southern California is going farther and is placing signs in such manner that the rays of headlights from passing machines will fall upon them and guide the night tourist as safely and surely as the day traveller.

The Automobile Club also will sign-post all lateral routes of the famous Death Valley district. Included in the sign-posting being done will be a complete set of road signs directing tourists to picturesque Paly Canyon, on the edge of the desert—one of the most unique spots in the world. This oasis in the sandy wastes is to be made a national monument by the Government. Its distinctive feature is the presence of ancient palms of weird beauty, standing in straight rows, apparently planted by the hand of man, but antedating history of the first human beings in this section.

GET QUALITY. GET A REMINGTON.
Typewriting is right writing with such a machine.
A. Milne Fraser, Jas. A. Little, Mgr., 37 Dock St., St. John, N. B.

REPUBLIC TRUCKS EXTENSIVELY USED

More of Them in Use Than Any Other Make in the World.

The most potent selling argument for a motor truck has just come to the Republic Motor Truck Company, because they, of all companies, have earned the right to use it.

"This argument will undoubtedly carry more weight to those who are in the market to purchase a truck than any other statement we could possibly use," says the head of the Republic company, "due to the fact that there are more Republic trucks in use than any other make in the world.

Users of Republic trucks have all along recognized their high standing, power and performance in an extraordinary degree; ability to stand abuse; unusual economy under the extreme use and misuse; exceptional service and reliability in every respect which have been the Republic largest-selling motor truck in the world. The potentiality in that statement will ordinarily impress everyone interested in a commercial vehicle.

"The Republic Company, because of the feeling of confidence that is in the mind of the average business man, has become the largest exclusive motor truck manufacturer in the world. That, in a single sentence, speaks volumes for Republic performance. Republic economy, long life and every other factor that enters into the use of a motor truck. It is the proof of the fact that the Republic is a good truck for any business and that it deserves all the good reputation that its performance has built for it."

THE LAWYER'S INVOCATION TO SPRING.
Whereas, on certain boughs and sprays
Now divers birds are heard to sing,
And sunny flowers their heads up
Raise, heralding the coming of spring!

The songs of those said birds arouse
The memory of our youthful hours,
As green as those said sprays and
boughs,
As fresh and sweet as those said
flowers.

The birds aforesaid—happy pair—
Love, mid the aforesaid boughs, en-
shrine
In freethold nests themselves, their
heirs,
Administrators and assigns.

Oh, basest term of Cupid's court,
Where tender plaintiffs actions
bring
Season of frolic and of sport,
Hail, as aforesaid, coming spring!

BAD COLD LEFT HIM WITH BRONCHITIS

However slight a cold you have you should never neglect it; if you do it can have but one result, it leaves the throat or lungs, or both, affected. Bronchitis is one of the most common ailments of a neglected cold, and neglected bronchitis is the most general cause of consumption.

Dr. Wood's Norway Pine Syrup is just the remedy you require to cure the bronchitis. It does this by loosening the phlegm and mucus, and stimulates the weakened bronchial organs, allays irritation and subsides inflammation, soothes and heals the irritated parts and thus prevents it becoming chronic.

Mr. P. Sundblad, Francis, Sask., writes:—"I had a very bad cold which left me with bronchitis. I tried several cough remedies and oils of all kinds, but they all failed. At last I got Dr. Wood's Norway Pine Syrup and after using two bottles I have never had a sign of bronchitis since. I therefore can honestly recommend it for coughs and colds."

Don't accept a substitute for Dr. Wood's. The genuine is put up in a yellow wrapper; 3 pine trees the trade mark; price 25c a vial at all dealers, or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

Had To Go To Bed Headaches So Bad

Milburn's Laxa-Liver Pills Made Her Well.

When your liver gets sluggish and inactive, your whole health suffers. Your bowels become constipated, your head aches, your tongue is coated, breath bad, specks float before the eyes, you are bilious, have heartburn, water-brash, pain under the right shoulder, muddy and brown spotted complexion, etc.

Help the liver to resume its proper function by removing the bile that is circulating in the blood and poisoning the system.

Mrs. E. Bainbridge, 30 Maple Ave., Amherst, N. S., writes:—"I take pleasure in writing you of the good I have received by using Milburn's Laxa-Liver Pills for headaches. I was so bad I had to go to bed, and could not sit up. A friend told me about your wonderful medicine, and two vials have made me as well as I can be."

Milburn's Laxa-Liver Pills are small and easy to take, do not grip, weaken or sicken do not leave any bad after-effects. Price 25c a vial at all dealers, or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.



Essex Almost Doubles Light Car Endurance

Essex Has Performance Like the Costliest Fine Cars—Its World Endurance Record Has Never Been Rivalled

The most important thing Essex has proved is that weight and size are no longer necessary to finest car quality.

Its 3037 miles in 50 hours is a world endurance record. The test was official. Supervisors of the A. A. A. certified the Essex stock chassis in every detail.

Never before was a car driven at top speed for 50 hours. The grind was equal to years of road use. Yet the Essex showed no measurable wear.

What car, the Essex size and weight, can even attain a mile-a-minute speed, much less keep it up for 50 hours?

Such Endurance as You Want in Your Car

These decisive tests proved Essex not only the supreme performer of the light car field, but they showed that the moderate priced, economical Essex has such endurance and dependability as few large, high priced cars offer.

Greater size could add nothing to Essex. It has the qualities, weight and size are built to give—riding comfort, solidity, distinction and smooth, quiet pace. But in addition it has fuel, oil and tire economy. And its great durability means freedom from repair costs and positive, dependable transportation.

Essex is easy to operate. Driving does not fatigue. Its quick response to the lightest touch and its smooth, restful comfort in motion, account for this.

That is why so many women are Essex owners. They appreciate its safety, too. Its controls are simple and instantaneous. It makes fast time, with security, even in difficult traffic.

Essex Wins On Quality Minus Useless Weight

Essex won recognition on the issue of finest quality without useless weight and size. That issue is uppermost today.

You will take pride in your Essex from the first. Its beauty, luxurious fittings and its performance give it distinction everywhere. And time will increase your respect for it. You will come to rely absolutely on its dependability. You will find it always ready for any demands you may make.

These are reasons why Essex set a world's sales record in its first year. And orders are now so far ahead it is certain even that unrivaled mark will be surpassed this year.

Thousands, realizing this, are placing their orders now. We advise that you do the same, to avoid disappointment.

MOTOR CAR AND EQUIPMENT CO., LIMITED

Distributors for N. B.
Showroom: Cor. Charlotte and Duke Sts.
Service Station: 108-112 Princess St., St. John, N. B.



COMFORT AT ALL SPEEDS

THE dependability, the speed and the efficient performance of the McLaughlin Master Six are characteristically Canadian. The demands of business and the long distances to be covered in Canadian tours, both demand the sureness, the speed and the comfort of

"CANADA'S STANDARD CAR"

McLAUGHLIN MOTOR CAR CO. LIMITED
OSHAWA, ONTARIO, CANADA.

BRANCHES IN LEADING CITIES DEALERS EVERYWHERE



Model K-45 Extra Special M49

The McLAUGHLIN MASTER SIX

Sacred Concert In Centenary Church

Combined Choirs of St. David's and Centenary Churches Last Evening One of the Finest Musicales Offered in the City.

The Sacred Concert given in Centenary Church last evening by the combined choirs of St. David's and Centenary was one of the finest musicales offered in the city for a long time. The programme was most interesting, uniformly well rendered by the artists taking part. A large audience expressed their appreciation in no measured terms.

The chorus work by the two choirs was most creditable their attack being excellent, particularly the last chorus on the programme, "Unfold Ye Portals," which was very fine. There were sixty in the chorus. Miss Blenda Thomson had a solo, "They have taken away my Lord" in the Cantata, "The Risen King," which she sang beautifully. Mrs. L. M. Curran's lovely solo with violin obbligato by Mrs. T. C. Gunn was keenly appreciated. E. Girvan's fine bass was heard to advantage in "The Wondrous Cross" and a solo by A. C. Smith was also very beautifully rendered. The duet by A. C. Smith and W. Lanyon showed a perfect blending of voices. Much pleasure was given by Mrs. T. C. Gunn's violin solos.

Special mention must be made of the work of the two accompanists, Miss Alice Hes and Mrs. T. C. Gunn whose organ accompaniments added so much to the pleasure of all music lovers present.

Miss Blenda Thomson is leader of St. David's choir, Mrs. T. C. Gunn organist. Miss Alice Hes is organist and director of Centenary.

At the close of the concert those taking part were entertained by the Choir of Centenary, Rev. H. A. Curran, Mrs. Goodwin, Chief Justice McKeown chairman of the musical committee and Mrs. McKewen being present. Ladies of the congregation assisted in serving.

The programme was as follows:
Cantata for Easter Tide "The Risen King" Schaeffer.
Solo "The Wondrous Cross" Nevin—Mr. E. Girvan.
Solo "Have Me, O God" Randegger—Mrs. L. M. Curran. With violin obbligato by Mrs. T. C. Gunn.
Duet "So Thou Lifest Thy Divine Petition" Stainer—Mr. A. C. Smith and Mr. W. Lanyon.
Violin Solo (a) "Adagio" Frank Ries; (b) "Minuet in G" Beethoven—Mrs. T. J. Gunn.
Solo "Hear My Cry, O Lord" Wooley—Miss B. Thomson.
Solo "Be Thou Faithful Unto Death" Mendelssohn—Mr. A. C. Smith.
Chorus, "Unfold Ye Portals" Gounod.
God Save the King.

DESPERATE HEROINE!

Gloria Hope, the ninety-six pound Titan haired beauty who plays opposite Owen Moore in "A Desperate Hero," really wants to raise her weight beyond the hundred mark. To that end, she drinks fifteen glasses of malted milk a day.

THE CONNAUGHT PEARLS USED BY WARREN KERRIGAN.

An interesting story is going the rounds concerning a necklace used by Warren Kerrigan in his picture play, "30,000," and the story is vouched for by several prominent film personages. The film gems have the real sparkle and the real history behind them, for the ornament was formerly owned by the Duke of Connaught, Governor-General of Canada. Last year the Duke presented the necklace to Mrs. Williams, in recognition of her work in organizing the Canadian Red Cross, and other services in the war. Warren Kerrigan is Kerrigan's production manager, and when Mrs. Williams found her necklace would add to the picture, she immediately offered it for use.

Girls Wanted

—AT—
GANONG'S CANDY FACTORY
St. Stephen, N. B.

GOOD WAGES AT THE START

FINE OPPORTUNITY FOR ADVANCEMENT

ELM HALL
Our Up-to-Date Boarding House. Board Furnished at \$3.00 per week while working with us. A Competent, Matron in charge.

Write Today Stating Age.
GANONG BROS., LTD.
St. Stephen, N. B.

FOR WOMEN

AMUSEMENTS

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FINE OPPORTUNITY FOR ADVANCEMENT

ELM HALL. Our Up-to-Date Boarding House. Board Furnished at \$3.00 per week while working with us. A Competent Matron in charge.

Write Today Stating Age.
GANONG BROS., LTD.
St. Stephen, N. B.

TALENT MONEY BRIDGE GIVEN

A function greatly enjoyed by those present was held yesterday at the residence of Mrs. W. B. Tennant, Orange street. This was a "Talent Money Bridge" given by Mrs. W. B. Tennant and Mrs. A. Pierce Crozier, of the Royal Standard Chapter, I. O. D. E., and Mrs. Joseph C. Kee and Miss Constance Campbell, of the Valcartier Chapter, I. O. D. E. The proceeds are for I. O. D. E. funds.

The large rooms were prettily decorated with spring flowers and twenty tables were arranged for players. Prizes were won by Mrs. Fred Harbour, Mrs. J. W. McKeown, and Miss Edna Logan. Presiding at the table were the Hon. Mrs. J. J. Pope Barnes and Miss Edith Miller, Regent of the Valcartier Chapter. Members of the chapters assisted in serving the delicious refreshments and the afternoon's entertainment was of an exceedingly pleasant nature.

THE LANCASTER FERRY COMMISSION

The Lancaster and Indiantown Ferry Commission interviewed officials of the Marine Department yesterday in regard to the conditions of employment of a gasoline boat, pending the building of a small steamerboat, which is the subject of a bill now before the Legislature. They have in mind a boat owned by Edward Tapley, and they were told that if the boat was over five tons it would have to employ a qualified captain and engineer, and be equipped with airchamber, life belts and anchors, etc. After their conference with Captain Bennett and Charles Dalton arrangements were made to have Keith Harbour take measures of the boat.

The Commissioners felt the marine department requirements were rather a stumbling block, if the boat was over five tons, but they will try to do the best they can. They will probably meet again today.

'A STITCH IN TIME'

Movie picture actresses are very versatile women as a rule. They can drive their own cars, ride horseback, swim and shoot. But several of them were confronted with a trying proposition in "Milestones," the new Goldwyn picture. In the 1960 scenes of the picture they were expected to knit and crochet! And they had to do it so naturally that it would seem to the audience that they had done it all their lives. Althea Hollister and several other women members of the cast looked at the yarn dubiously. They tried to knit, but the director, Paul Scardon, said it wouldn't do. So the difficulty was solved by engaging a nice white-haired old lady to come to the studio and teach the actresses to knit!

Paris was amazed

Paris, the sophisticated, was actually astounded when it beheld the wonderful series of life-size biblical studies sculptured entirely of sand and established by the famous sculptor, Mastroianni. Thousands were held spellbound and inspired by the marvellous fidelity of these studies from the "Life of Christ" cast wholly in sand. For the first time in Canada pictures of these remarkable and lifelike scenes will be shown in the April issue of EVERYWOMAN'S WORLD. Scenes from the "Life of Christ" show actual photographs of these wonderfully beautiful statues and is an exclusive pictorial feature you will not want to miss.

EVERYWOMAN'S WORLD
On Sale To-day!
FORTY OTHER FEATURES
20 CENTS PER COPY
115,000 Copies Size 115,000 Homes per Month

WRITING MARY PICKFORD'S LIFE

Lord Northcliffe sent a representative all the way to Los Angeles to get a full story of Mary Pickford's life. Hadya Talbot is the writer selected for the work. Mr. Talbot was for a long time a newspaperman in America. He brought with him from London an invitation from Lord Northcliffe to Mary Pickford to visit all Northcliffe's country estates in Ireland and England.

SPRING.
Sweet is the odor of the warm soft rain,
In violet time when spring opens her green heart;
And sweet the apple trees along the lane
Whose lovely blossoms all too soon depart;
And sweet the brimming dew that o'erfills
The golden chalice of all the trembling daffodils.

EDITH JOHNSON GRANTED DIVORCE

The latest divorcee having luminaries of the motion picture world as principals is that of Edith Johnson, leading woman for William Duncan in Vitagraph serials. She has been granted a divorce from her husband, Albert S. Dampman.

Mrs. RICHARD HARDING DAVIS. William Fox, who recently purchased the screen rights to a number of Richard Harding Davis's productions, has signed with the author's widow, Bessie McCoy Davis to appear in a number of them. Miss McCoy was taken to the studio before the contract was signed and given a test at screening, and report is that the actress photographs exceptionally well. The pictures will be made this summer. Miss McCoy's first stage success was with the Weber & Field's minstrels a number of years ago, but she achieved individual reputation as the original "Yama Yama Girl." She is now appearing in a musical revue in Boston.

LYRIC

MON.—TUES.—WED.
Matinee at 2.30—Evening 7.15, 8.15

HAVE YOU SEEN
JIMMIE EVANS' SHOW?
Presenting
For the Last Times Today
"CASEY TWINS"
New Change Tomorrow.
A Good Show, Go See It.

UNIQUE

MON.—TUES.—WED.
Mats. 2 and 2.30—Even' 7 and 8.30

LAST TIMES TODAY
To See
BLANCHE SWEET
—IN—
"THE DEADLIER SEX"
—ALSO—
HAROLD LLOYD
—IN—
"HIS ROYAL SLYNESS"

IMPERIAL

COME AND LAUGH GOOD AND HEARTY

Jerome K. Jerome's Brilliant Comedy

MADGE KENNEDY
Strictly Confidential

from Jerome K. Jerome's "Clarry and the servant problems"

3,300 WIVES in this town are keeping some important facts Strictly Confidential. Husbands don't know that they married into families containing Jail-Birds, Peddlers, Washwomen, Street Cleaners, Hash-Slingers, Servants. WHY? Because wives are keeping it Strictly Confidential.

Kinograms-News Canadian Pictorial

FRI.—Wm. S. Hart in "John Petticoats."

OPERA HOUSE VAUDEVILLE

FIVE ACTS OF HIGH CLASS VAUDEVILLE
Serial Photo Drama and Orchestra

Matinee at 2.30
Evening 7.30 and 9

BRINGING UP FATHER

OH! THE LITTLE THINGS!
JUST A MINUTE!
WHY DID YOU INTERRUPT ME?
I WAS WONDERING IF YOU CAN'T DO SOME THINKING BESIDES SING.
IT WAS A FAIR SEPTEMBER MORN— THAT DAY I'LL NEVER FORGET.
O-W!
PLEASE SING AGAIN!
?

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Overland

What This New World's Record Means To You

5,452 mile in 7 days and 7 nights continuous running, 32.45 miles per hour. A year's abuse in 7 days.

SOME weeks ago at Indianapolis, an Overland stock car was scoured over the frost-bound roads for 7 days and nights continuous running.

Day after day it was lashed forward, in zero weather, night after night it smoothly ticked off the miles.

At the finish it had gone 5,452 miles, equal to driving from Halifax to Vancouver and back to Winnipeg, averaging 32.45 miles per hour for the trip.

Never has there been a more thrilling demonstration of strength, stamina and smooth riding than shown by this car.

It was a triumph for Triplex Springs which shielded the car and its mechanism so that at the end it was apparently ready to repeat the performance without any adjustments.

You may never care to duplicate this trip but it is a great satisfaction to know that you can duplicate the car that made it.

J. A. PUGSLEY & CO., LIMITED, Rothesay Ave.
For Demonstration Appointment, Call M. 3170 and Ask for Sales Department
Woodstock Dealer, J. C. Watson & Co.

Head Office and Factories: Willys-Overland Limited, Toronto, Canada
Branches: Toronto, Montreal, Winnipeg and Regina

PORT PEEDS speed and the McLaughlin Canadian.

WARD CAR. CAR CO. LIMITED CANADA.

R SIX

An Important Ruling Is Made

Preference to Returned Soldier Applicants is Given for Weir Sites Which Have Not Been Utilized.

An important ruling has been made by the Dominion Fisheries Department affecting the weir sites in St. John and Charlotte Counties. In issuing licenses for sites which have not been utilized, the Fisheries officials have instructions to give the preference to returned soldier applicants. Old weir owners will, of course, be granted licenses for the sites they have been using in the past, but there are about one hundred and twenty sites for which licenses have been regularly issued, more or less, but which have not been utilized. These licenses cost \$5. If an ex-serviceman applies for one of these vacant sites he will have preference over other applicants.

After August 31st all licenses for sites which are not being utilized will be cancelled, and applications invited from anybody wishing to establish a weir.

Mr. Calder, the Fishery Inspector, who was in the city yesterday, said that this regulation would not, of course, apply to the harbor of St. John, where the city owns and leases all the fishing sites.

Weirmen down the coast are getting their weirs in shape for the season. The lobster fishermen are starting operations again.

CASES IN THE BROOKVILLE COURT

Automobilist Fined Ten Dollars and Costs Yesterday for Driving Over Golden Grove Road That is Closed Until Clear of Frost.

Robert Crawford is doing duty for the Provincial Government preventing automobiles from running over certain roads until the frost comes out and thus preventing damage to the roads. On Sunday he reported Fred Triffo and Alexander Day for driving cars over the Golden Grove Road. Yesterday in the Brookville court before Magistrate Adams Mr. Triffo was fined ten dollars and costs. Mr. Day's case was adjourned as he claimed his mission was urgent as he had a veterinary with him.

A woman's mind, like a chicken said, contains a lot of things that no man ever suspects!

When you wish "something new to eat" you need BEECHAM'S PILLS. Even when digestion is good, poisons are formed during its processes that unless eliminated irritate mind as well as body.

BEECHAM'S PILLS Sold every where in Canada.

RATTRAY'S LA MARITANA

3 for 25c.

Burns Evenly—Always Cool and Sweet.

FOR the dearest girl in the world, choose the finest chocolates in the land—a be-ribboned box of DELECTO CHOCOLATES containing Fruits, Creams, Nougats, Hard Centers, Nuts and Marshmallows.

Ganong's Chocolates

The finest in the Land

GANONG BROS. LIMITED ST. JOHN, N. B.

Regular Monthly Meeting Held

Anti-Tuberculosis Association Request Law Against Expectoration on Streets be Enforced—Non-Tubercular Cases Discharged—Other Business.

It was moved, seconded and passed at the regular monthly meeting of the Anti-Tuberculosis Association held at the Dispensary (Carmarthen St.) yesterday afternoon that a letter should be written to the Board of Health asking that the by-law against expectoration on the streets or in public places shall be enforced.

Joseph A. Lakely presided at the meeting and motions were made up on the appearance of the Dispensary which had been cleaned and painted throughout. The Publicity Committee reported having had slides placed in all the theatres and expressed their gratitude to the Press for many references to the work in editorials and other parts of the newspapers. The report of Miss Brophy, Association nurse, was as follows:—April 1st, adult patients 10; children 48; U.S. tickets held for adults 10; for children, 5; Prescriptions filled, 16; New adult patients 11; children, 3; 57 of adult patients have phthisis pulmonary; 49 adults and 3 children are under observation; 5 new cases were reported to the Board of Health; 2 adults were sent to the County Hospital; 1 to River Glade; 4 adults and 1 child were discharged as non-tubercular; 130 visits were made by Miss Brophy.

Dr. Farris examined 13 patients, sending three to the County Hospital, referring two to Dr. Parry, and discharging two as non-tubercular.

Dr. Logie examined fourteen patients sending three to the County Hospital, referring two to Dr. Parry, and discharging one to get an X-ray. Three were discharged as non-tubercular.

Dr. William Warwick of the Board of Health was present at the meeting for the first time.

Mrs. Richard O'Brien last month's visitor, gave a detailed report privately concerning with the work at the Dispensary and the patients cared for by Miss Irene Harbour was appointed visitor for the coming month. It was stated that a committee has been arranged by the Y. W. P. A. for a North-say canvass for members, Miss H. Henderson, Convenor.

GOOD NEWS FOR THE SUFFERERS UNDER STANDARD RELIANCE

Toronto, April 12.—That a large sum of money will be realized on assets formerly considered valueless; that all depositors and debenture holders will be paid in full, with interest at 8 per cent, and that shareholders will get their money, possibly in two years' time, if the real estate held by the defunct Standard Reliance Mortgage Corporation becomes more valuable than it is today by reason of a real estate boom—was the statement made by J. A. C. Cameron, official referee to shareholders of the Standard Reliance Corporation this afternoon.

Major Hubert Stetham, who, with Mrs. Stetham and little son, Carson, has been a guest of Mr. and Mrs. R. J. Carson at "Romilly House, Kingston, is visiting his relatives in Montreal before proceeding to St. John's, Que., where he will be stationed—Montreal Herald.

Portland Street Methodist Concert

Cantata, "The Easter Angels" Which Was Included in Programme Last Evening Was Greatly Enjoyed by Large Audience.

A concert which included a Cantata "The Easter Angels" was given last evening by the choir of Portland Street Methodist Church assisted by others. The excellent programme was enjoyed by a large audience, and high praise was accorded those taking part. The proceeds of the entertainment will go toward a fund for church renovation.

While the entire programme was good, special praise might be given to the following numbers: A solo by Miss Edith Magee, "Rock of Ages," in the Cantata by Mrs. Blake Ferris and H. M. Stout; Mrs. Murray Long's rendition of Gounod's "There is a Green Hill Far Away," a trio "Joy in the Mansions of Light," Percy Flewelling's solo, "Angels at the Resurrection," and the final chorus of the Cantata, "The Angels' Adoration."

Those taking solo parts in the Cantata were Mrs. Blake Ferris, Mrs. Wilson, Percy Flewelling, H. M. Stout, Miss Beatrice Price, organist of the church, was accompanist.

The programme was as follows:—Solo—Mrs. Murray Long, Quartette—"Rock of Ages"—Mrs. Blake Ferris, Mrs. Wilson, Messrs. Rippey and Wilson. Solo—H. M. Stout. Reading—Miss Ethel McGinley. Solo—"My Hope is in the Everlasting"—Miss Edith Magee. Solo—Mrs. Blake Ferris. Quartette—Mrs. Murray Long, Mrs. Prince, Mrs. Osborne, Mrs. Vincent. Solo—Mrs. Roy King. Cantata—"The Easter Angels." Organ introduction—Miss Beatrice Price.

TOWERS FISH BRAND REFLEX LONG COATS

"Take the Wet out of Rain."

Delivery men and salesmen who wear these coats keep warm and dry in spite of storms.

Persons who sell these coats are authorized to sell them in the district.

Sold by all Dealers.

Towers Fish Brand Reflex Long Coats

CAPTAIN EARNEST HILL, of Portland, Me., who says he was not able to report for duty before taking Tanlac. Declares he feels like a new man now and is on deck every day ready for work.



"I feel just like a new man since I began taking Tanlac and I am not only willing, but I am anxious to tell other people what this medicine has done for me," said Captain Earnest H. Hill, Portland, Me., recently.

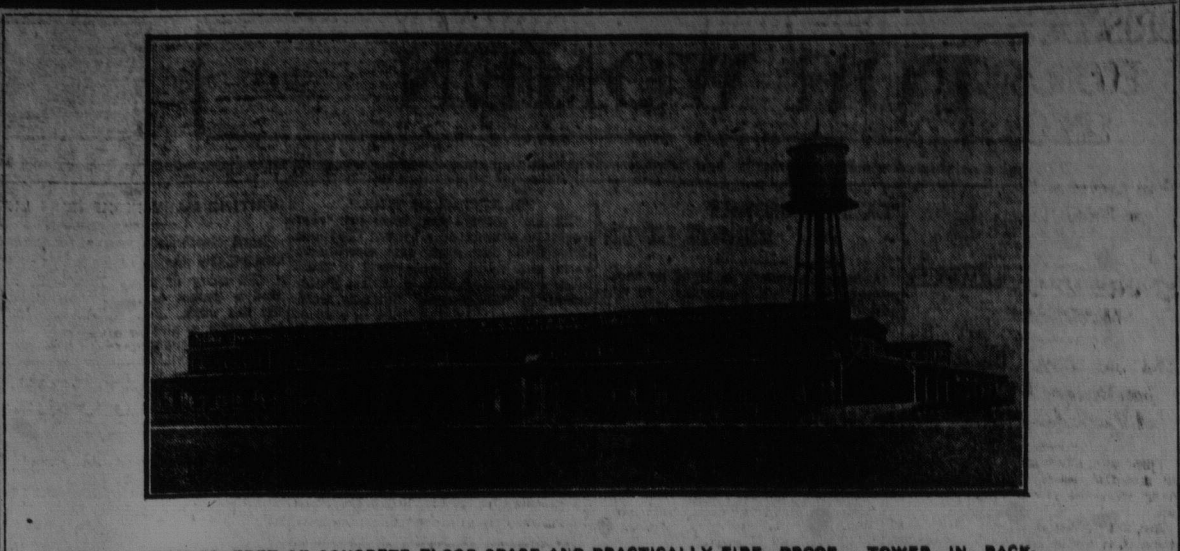
Captain Hill is in command of the Ben Hur, plying between Portland and Casco Bay. He has been in the service for ten years and is held in high regard as an officer and citizen by all who know him.

"I have suffered from indigestion and stomach trouble for the past eight years," continued Captain Hill, "and at the time I started taking Tanlac I was in such a weakened condition I could hardly stand up. When I walked I would actually stagger like a drunken man and, at times, would have to hold on to something to keep from falling. After every meal I would simply suffer torment. My food would sour and I would swell up so with gas I could hardly get my breath.

"I would also have awful smothering spells at night and sometimes I would have to get up to get my breath. Lots of times I would have to open the windows and doors to let in fresh air, or go out into the open air in order to get my breath. I could not find anything to do me any good and along toward the last I became so weak and nervous I could not do my work.

"Five bottles of Tanlac have made a wonderful change in my condition. It helped me from the very first dose and now I feel as good as I did when I was twenty years old. I sleep fine and have a fine appetite and just feel like a new man every day. I am now able to be on deck every day ready for duty."

Tanlac is sold in St. John by Ross Drug Company, and W. Murray, Miss the personal direction of a special Tanlac representative.—Adv.

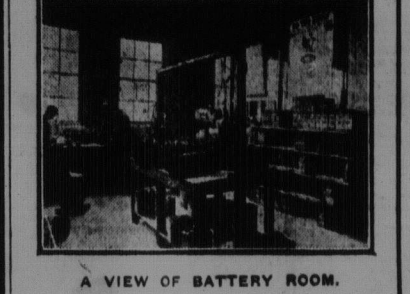


30,000 SQ. FEET OF CONCRETE FLOOR SPACE AND PRACTICALLY FIRE PROOF. TOWER IN BACK. GROUND CONTAINS 30,000 GALLONS OF WATER, 65 FT. IN HEIGHT.

AT YOUR SERVICE

At our Glen Falls plant you will find one of the largest and best equipped Garages in the Dominion of Canada for the prompt and efficient repairing or rebuilding of all makes of Motor Cars and Commercial Vehicles in charge of skilled mechanics divided into separate departments as follows:

Storage Battery and Electrical Repair Dept.

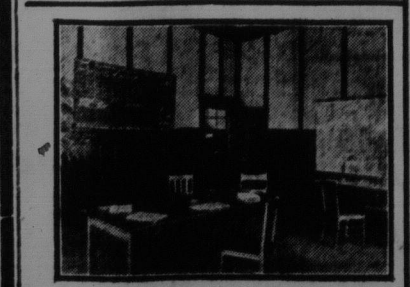


A VIEW OF BATTERY ROOM.

This dept. is in charge of expert electrical men and completely equipped with the most modern electrical instruments including the famous Amber device for quickly finding short circuits, etc. in wiring, generators, magnetos, coils, starting motors or other vital parts of a car, and which we are prepared to remedy on short notice. This dept. is also equipped with a complete battery charging and repair equipment with a full stock of parts for repairing or renewing plates, etc. on all makes of batteries.

Commercial Truck Body-Building Plant

This department is well equipped to undertake the construction of all kinds of commercial bodies such as open express, panel delivery, stake, and dumping, and we usually carry in stock standard bodies to fit such trucks as the Ford One Ton. The best grade of material is used and we will be pleased to send literature to interested parties.



VIEW AT ONE END OF STOCK ROOM.

We Carry at All Times a Very Large Stock of Parts and Accessories and which We are Increasing as Rapidly as Unsettled Conditions at Factory Permit.

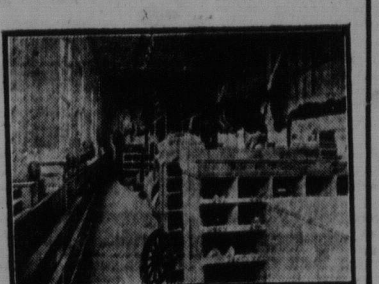
WE INVITE INSPECTION

of our premises and we will be pleased to show car owners and others through the various departments.

SALES OFFICE.

Motor and Chassis Repair Department

Our machine and repair shops for the overhauling, repairing and rebuilding of all parts of the motor car or truck chassis is completely equipped with many special time-saving tools for the use of our men assigned to specific work as on axles, motor, carburetor, clutch, transmission, radiator, etc. The building in which it is located is exceptionally well lighted and of fireproof construction, making for better workmanship and safety for the owner's car. To those owners who do not reside in the city we would suggest that you send us such parts as motors, etc. by express or freight for necessary repairs.



VIEW AT ONE END OF STOCK ROOM.

We Carry at All Times a Very Large Stock of Parts and Accessories and which We are Increasing as Rapidly as Unsettled Conditions at Factory Permit.

Car and Truck Storage Dept.

We have some ten thousand square feet of cement floor space available for winter car storage for owners and dealers who have not sufficient space at exceptionally low rates considering the special services rendered, and a big saving is also effected in cost of insurance and freedom from damage to car through careless handling or dampness. Rates quoted on application.

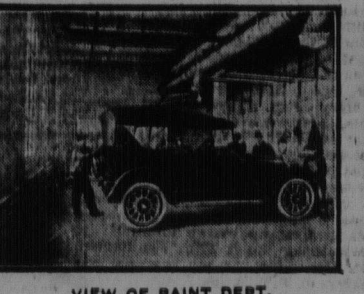
Motor Car and Truck Painting Department



VIEW OF PAINT DEPT.

Our paint shop which is the largest and best equipped in Eastern Canada is of dust-proof construction and being steam heated to a high temperature we are able to use the very best English varnish which is not usually possible in the ordinary shops. Special equipment is provided for automobile painting and when cars are finished they are sent to the mechanical dept. to be tested before owner receives delivery. The men in charge have had many years' experience in some of the best shops in this country.

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Motor Truck A VITAL FACTOR

In the Business Development of Today—Saves Time in Distribution.

New York.—Great is the motor truck: Here are some figures on its position in the transportation field today as furnished by G. A. Loomis & Co., of New York:

Motor trucks in use in United States 500,000

Tons of goods transported annually by trucks (estimated) 2,000,000,000

Cost of freight by motor trucks 30c. per ton-mile

Cost of hauling on basis of 24c. per ton-mile by horse and wagon 23,540,000,000

Horses displaced by motor trucks in use (estimated) 5,000,000

Average release by trucks for production of human foods 15,000,000

The average whittling of motor trucks produced in 1919 was \$1,328.

Stopping a Leak

If you have a leaky radiator or an obstinately leaking pump packing add a small amount of shellac to the demineralized alcohol used in the anti-freezing solution. The shellac may also be used in summer in the plain water with which the cooling system is filled during the hot months.

OPTICAL SERVICE

Unmatched in What We Offer. We grind our own lenses, repair any job a service that is PROMPT AND ACCURATE. Send your next repair to us.

B. BOYANER 411 Charlotte Street

BRISCOE IS ECONOMICAL ON GASOLINE

Will Cover a Lot of Ground on Small Consumption of Gas.

STANDS UP UNDER MOST SEVERE TEST

The Car With the Half-Million-Dollar Motor Choice of Particular People.

Years ago, when gasoline was cheap, no motorist cared very much how many miles he could get from a gallon. But it's different now! Gas costs more than twice as much as it did when war broke out. Unless days have emphasized the value of a car which will get over the ground with a small consumption of gasoline. The spirit of a thrifty has taken hold of motorists, and the demand is for a car which will give big mileage on low gas consumption.

The problem is to pick out the car that uses the least fuel for the most service, and you cannot tell from the looks of a car how fast it will go on a gallon of gasoline. You must have some definite assurance that your car will be economical to keep up, and irresponsible statements must not convince you.

The more carefully you investigate, the more particular you are to demand facts, the more surely will your choice incline to the Briscoe—the car with the Half-Million-Dollar Motor.

Time and again, this wonderful car has demonstrated in actual test, that it is more economical in gas and oil consumption, and gives greater tire mileage, than any other car on the Canadian market.

Take for instance the remarkable record made at Winnipeg, in July, 1918. A stock Briscoe Car was run out of the Winnipeg Warehouse, stripped for action, and started out on a ten-day non-stop run. Day and night it toured the city streets, ploughed out rugged country roads, and, after covering 4751 miles without once stopping, the engine was in the presence of 10,000 people.

Official witnesses who had accompanied the car and carefully checked its performance, were able to announce that the gasoline consumption for the whole trip had averaged one gallon to 25.5 miles.

When you consider that most motorists are very foolish if their cars will cover 20 miles per gallon of gasoline, you will appreciate what a real fact is the performance of a Briscoe achieved in this strenuous non-stop run.

At Toronto Exhibition, in September, 1918, the Briscoe made another fine record, running continuously for five days and nights through the town and cities, with the engine, radiator of Toronto. Over all kinds of roads—paved, sandy, muddy, smooth and hilly, it showed an average on the long run of 26.10 miles per gallon of gasoline, immediately upon completing this run, the same car, without any adjustments and without even stopping the engine, started out for Ottawa, where it was scheduled for a similar test, and established a similar record.

This wonderful mileage is made possible by the Half-Million-Dollar Motor, the studied product of four of the world's most eminent automobile engineers. But the lightness and scientifically correct construction of chassis and body also contribute to the low upkeep expense of the Briscoe.

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If you have a leaky radiator or an obstinately leaking pump packing add a small amount of shellac to the demineralized alcohol used in the anti-freezing solution. The shellac may also be used in summer in the plain water with which the cooling system is filled during the hot months.

OPTICAL SERVICE

Unmatched in What We Offer. We grind our own lenses, repair any job a service that is PROMPT AND ACCURATE. Send your next repair to us.

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Years ago, when gasoline was cheap, no motorist cared very much how many miles he could get from a gallon. But it's different now! Gas costs more than twice as much as it did when war broke out. Gasless days have emphasized the value of a car which will get over the ground with a small consumption of gasoline. The spirit of a thrifty has taken hold of motorists, and the demand is for a car which will give big mileage on low gas consumption.

The problem is to pick out the car that uses the least fuel for the most service, and you cannot tell from the looks of a car how far it will go on a gallon of gasoline. You must have some definite assurance that your car will be economical to keep up, and irresponsible statements must not convince you.

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Take for instance the remarkable record made at Winnipeg, in July, 1918. A stock Briscoe car was run out of the Winnipeg Warehouse, stripped for action, and started out on a ten-day non-stop run. Day and night it toured the city streets, ploughed through sandhills around Carberry, ploughed along country roads, and after covering 4761 miles without once stopping the engine, it drew up on the Brandon Park Grounds, in the presence of 30,000 people.

Official witnesses who had accompanied the car and carefully checked its performance, were able to announce that the gasoline consumption for the whole trip had averaged one gallon to 29.50 miles.

When you consider that most motor cars are very wasteful if their cars will cover 20 miles per gallon of gasoline, you will appreciate what a wonderful performance the Briscoe achieved, in this strenuous non-stop run.

At Toronto Exhibition in September, 1918, the Briscoe made another fine record, running continuously for five days and nights through the town and cities within a fifty-mile radius of Toronto. Over all kinds of roads—paved, sandy, muddy, smooth and hilly, it showed an average on this long run of 26.910 miles per gallon of gasoline. Immediately upon completing this run, the same car, without any adjustments and without even stopping the engine, started out for Ottawa, where it was scheduled for a similar test, and established a similar record.

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New York—Great is the motor truck! Here are some figures on its position in the transportation field today as furnished by G. A. Leontief & Co., of New York:

Motor trucks in use in United States	500,000
Tons of goods handled yearly by trucks (estimated)	3,200,000,000
Cost of hauling by motor trucks (est.) per ton-mile	\$1,980,000,000
Cost of hauling on basis of 100 lbs. per ton-mile by horse and wagon	\$2,640,000,000
Horses displaced by motor trucks in use (estimated)	3,600,000
Average released by trucks for production of human foods	15,000,000
The average wholesale price of the motor trucks produced in 1919 was	\$1,338.

Stopping a Leak.
If you have a leaky radiator or an obstinately leaking pump packing add a small amount of Shellac to the demerol alcohol used in the anti-freezing solution. The shellac may also be used in summer in the plain water with which the cooling system is filled during the hot months.

OPTICAL SERVICE
Unmatched in What We Offer. We grind our own lenses, using the best service that is PROMPT and ACCURATE. Come your best repair to us. B. BOYANER, 415 Charlotte Street

HOW TO GET THE MAXIMUM TIRE MILEAGE

Hints Which Every Motorist Should Read and Digest About This Subject.

Roads, loads and volume are three things that enter into the selection of a motor truck. If capacity loads can be carried regularly, it is a fact that the larger the truck the more economical it is to operate. Savings effected through observance of this rule greatly outstrip any savings that might be effected in the purchase of a smaller-sized unit. For instance, five-ton trucks deliver coal at nearly one-half the per ton cost of delivery by one or two ton trucks. The reason for this is plain. The overhead expense of the five-ton truck is but slightly more than that of a one or two-ton truck, yet the volume of coal delivered is from four to five times as great.

The selection of the proper gear ratio is most important. Good, hard roads with only normal grades require gearing which does not sacrifice speed for unnecessary power. Conditions which present short stretches of heavy going or an infrequent steep grade should have gearing which provides a maximum high-gear speed with lower and reverse gears giving abnormal pulling power. Road conditions which demand a high speed, or a hilly country having good roads, require a gear ratio giving a lower high-gear speed than normal. Special gearing should be specified where extreme conditions are encountered.

ITEMS OF INTEREST TO ALL MOTORISTS
Gasoline costs \$1 a gallon in Spain. Calcutta, India, has 6587 motor vehicles. Nevada has two motor cars for every three miles of road.

There are eight automobile factories in Barcelona, Spain. Farmers in the State of Pennsylvania own 81,005 motor cars. Motor experts claim Illinois as the birthplace of the automobile.

Enrollment at the Michigan State Auto School in 1919 was 2,081. In Para, Brazil, 95 per cent. of motors in use are of American manufacture. The Pacific States have one-sixth of the motor cars in the United States.

American-made motor vehicles continue to predominate in British India. The United States Post Office Department first used motor mail wagons in 1898. Four hundred and six grade crossings have been eliminated in the State of New York.

Colonel Helen H. Bastedo, of New York City, is in command of the Motor Corps of America. "Motor hacks" are gradually taking place of the public horse-drawn vehicles in Raleigh, N. C. Since 1908 the number of motor vehicles has multiplied forty times in Pennsylvania.

In Japan the traffic speed regulation of a motor car is controlled by the width of the road. During the first week of this year, 1015 new members joined the Automobile Association in England. The number of motor truck dealers in Kansas City, Mo., has jumped from 20 to 44 in the last year.

Bullock transportation, which is considered exceedingly slow in Bombay, India, is giving place to the motor trucks. Motor cars for use of Scotland Yard detectives have been provided for by the Commissioner of Police in England.

With \$10 as a minimum registration fee for passenger automobiles in forty cents per horsepower in Pennsylvania. The largest company in the world to manufacture automobile axles, springs, bearings and rims is to be built in Cleveland, Ohio.

During the five and a half years

CANADA RAPIDLY BECOMING AUTO-OWNING COUNTRY

Leads the World in Per Capita Investment in Motor Cars.

HOLDS SECOND PLACE NUMBER CARS OWNED
Nearly One Hundred Thousand Cars Made in Canada During 1919.

Some conceptions of the mighty industrial baby, the automobile industry has become in the Dominion of Canada may be glimpsed from the recently released statistics of the Automotive Industries of Canada (the N. A. C. C. of the Dominion). Nothing could be more impressive and striking in the growth of the Canadian industry than the statistics showing the annual registration of passenger cars and trucks in the nine provinces and the extent of value involved in production.

A very few years ago the Canadian motor industry was considered almost negligible. Today the automobile industry in this country employs nearly twenty thousand workers, and represents an investment of more than one hundred million dollars. Last year the total value of sales amounted to over one hundred million dollars and the payroll was approximately twenty million dollars. During 1919 more than 94,000 Canadian motor vehicles were manufactured, and it is safe to say this figure will be increased for 1920 by nearly 35 per cent. despite the upward material and coal situation.

The latest registration figures indicate that there are now close to 350,000 motor vehicles in operation in the Dominion. A cursory analysis of these figures presents some interesting facts. It shows that one out of every 23 persons in Canada is the owner of a motor car. When it is considered that car cost on the Canadian market approximately seventy per cent. more than they do in the States owing to the customs tax, the war excise tax (all add valorem) and the high rate of exchange, the motorization of Canada is no less remarkable than that of the States. At the present time Canada ranks second in the countries of the world in car population, and is also second in the total number of cars on a basis of population, while in point of motor vehicles per capita, Canada leads the world.

Four months ago (the latest available statistics) there were approximately 1,400 automobile dealers and distributors in the Dominion, 2,264 garages and service stations and 600 automotive equipment, and accessory stores and dealers. A surprise to many will be the statement that there are 33 tire manufacturers in Canada.

Spring is here and the summer months are ahead of us—the time of the year when road building is easiest. It seems to me that it is not a question of Can we afford to spend the money for good roads, but rather a question of Can we afford not to spend money for good roads?—A.C.M.

of war in France, not a single automobile would be sold to a private individual in that country. The daily operating cost of a motor truck is from \$12 to \$20 a day, including maintenance and all items entering into operating costs. Many of the raw materials, including the magnets and electric systems of the Spanish automobile production, are imported from the United States. Pedestrians are subjected to the same rules as vehicles in crossing Fifth and Park avenues, New York City, during the hours of 10 a. m. and 5 p. m.

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HEALTHY FRIENDLY ENERGY INSURANCE

NUXATED IRON

Being used by over three million people annually as a tonic and blood builder. It will increase the strength of weak, nervous, run-down folks in two weeks' time in many instances. Ask your doctor or druggist.

McLAUGHLIN STANDS FOR GOOD SERVICE
To Look After St. John Patrons New Stock Room Being Opened.

Realizing that service is one of the greatest factors in the automobile industry today, the McLaughlin Motor Car Co., Limited, are greatly extending this branch of their business. A new stock room is being built with a floor space of over 2,000 sq. ft., where large stocks of parts for all the different models which this company make and have made in the past, will be kept.

The St. John Branch, which is the distributing centre for the Maritime Provinces territory, is under the management of Mr. W. J. McAlary, who has been with the company since 1908, when the McLaughlin carriages was a household word throughout Canada. When this company went into the manufacture of automobiles, he took over this line along with the carriages for a few years, until the carriage business was entirely disposed of, and it is with pleasure that he looks back over the past ten years at the development which has taken place in the company's business throughout the Maritime Provinces in that time.

The McLaughlin automobile has long been recognized as Canada's standard car and just in proportion to the spread of motor car knowledge.

MOTOR TRUCK BIG FACTOR IN BUSINESS

Life of the Country—Has Reduced Cost of Hauling About One-Quarter.

Materials for production, produce and merchandise are in ever-increasing demand. The transportation of these articles is a vital factor. Unless they are moved efficiently through every stage, from first source to ultimate consumer, valuable time and money are lost.

Take the perishable products of the farm, dairy products, fruit, vegetables and livestock. Time is vital in the marketing of these, and independent means of transporting them in the most direct manner saves time—time that can also be used to further production.

By saving time and protecting its load, the truck enables the farmer to handle these things at a profit. It permits him to reach and to compete successfully in the best markets.

The same is true with the merchant. He is not in full command of his business so long as he is dependent upon outside conveyance for supplying him with the goods he needs. The popularity of McLaughlin valve-in-head motor car has increased, until at the present time it is leading all other makes of medium priced cars in Canada, and realizing that these cars have to be cared for in a proper way, that worn out parts have to be replaced promptly so that the owner may have an uninterrupted use of his investment, the expansion of the service department has become necessary.

The repair parts department is in charge of Mr. John Cairns, and he will in the future have two assistants. Where one man has been looking after this end of the business it will now take two men and a girl.

Mr. McAlary's one regret at this time is that cars are not more plentiful, but most people appreciate the difficulties of manufacturing today, and are willing to wait their turn for the cars of their choice, and for some time past orders have been booked up as far in advance as for next fall's delivery.

CERTIFICATE TO BE GIVEN TO FORMER WAR PRISONERS

Ottawa, April 12.—The latest certificate to be received here by the Military Department for presentation to Canadian soldiers, is that to be given out shortly to a large number of former prisoners of war. It certifies that the soldier concerned displayed "determination and soldierly qualities in his efforts to escape when a prisoner of war," and is signed by the Chairman of the Standard Committee of Inquiry on Prisoners of War from the British Forces.

with stock. And there is his market. The delivery truck enables him to increase his business by going after trade he could not reach before. Consumers' ideas of service, too, are advancing. They deal where their trade is appreciated. They know they can obtain equal value from those who come after their trade. Such service is more convenient and therefore more valuable to them.

The merchant who is equipped with motor transportation can successfully compete for his goodwill and the profit that goes with it. Without such facilities for service neither he nor the producer behind him can expect to advance their best interests.

END OF WORLD IS LONG WAY OFF YET

Sun Will Supply Heat for Another Ten Thousand Million Years.

Paris, April 12.—There is no need to worry about the end of the world for another ten thousand million years, according to Charles Nordmann, the well-known scientific writer. Basing his opinion on the latest researches, M. Nordmann states that the rays of the sun, the source of all terrestrial life, should last at least 10,000,000,000 more years, unless there is a collision between the solar body and another planet.

Two famous savants, Helmholtz and Fourier, Poincare, estimated that the sun would have burned itself out within eight million years, but the recent discovery that the solar mass contains immense deposits of radium means that the sun's heat will have a vastly greater duration.

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REGAL FLOUR

The Big Value in FLOUR for Bread, Cakes & Pastry

The St. Lawrence Flour Mills Co. Montreal, P.Q. CANADA

WHITE TRUCKS

for Heavy Haulage



THE position of White Trucks locally, nationally and internationally is well known. It has been built up step by step, in industry after industry, by successfully performing the hardest tasks presented.

White Trucks are especially designed for extraordinary service. In road building operations, heavy contracting and construction work, wholesale grocery deliveries, and in the severest municipal and governmental service White Trucks are in their element.

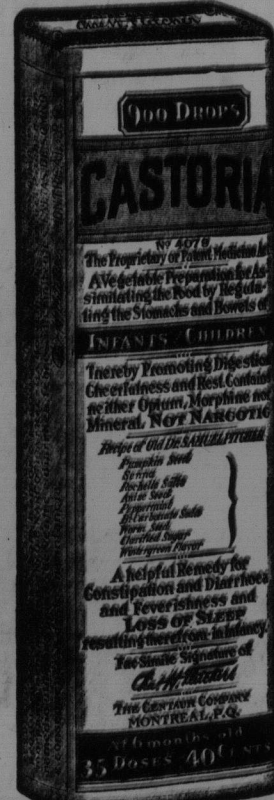
They are always selected for the long, hard, heavy pulls through mud and ruts, on fast schedules rigidly maintained day in and day out, month after month and year after year. Many White Truck fleets have covered 100,000 miles and more and still operate efficiently.

J. A. PUGSLEY & CO., LTD.

ROTHESAY AVENUE.

CASTORIA

For Infants and Children. Mothers Know That Genuine Castoria Always Bears the Signature of Dr. J. C. Hathorn.



IN Use For Over Thirty Years

CASTORIA

THE CASTORIA COMPANY, NEW YORK CITY.

TRUCK STORAGE DEPT.

Some ten thousand tons of cement floor slabs for winter car owners and dealers not sufficient space usually possible in ordinary shops. Special attention is provided for painting and when finished they are sent to the owner receives many years' experience of the best shops in the country.

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FAR EAST LOOMS AS MOTOR MK'T OF THE FUTURE

Japan Rapidly Waking up to Benefits of This Form of Transportation.

TOKIO GOING IN FOR TAXI CAB SERVICE

Over Four Thousand Pleasure Cars in Tokio Alone and Numbers Growing All the Time.

(By Clarence E. Bosworth.)
Some indication of the great market for American motor trucks in the Far East is furnished by the operations of the Tokio Street Motor Car Company, which was organized in August, 1918, and now has in operation 150 motor buses, 16 passenger capacity, 57 commercial trucks, 43 touring cars and limousines for hire, 19 extra passenger cars for training purposes and 10 light trucks for the company's own use. This makes a total purchase of 270 American motor vehicles by one concern since late in 1918.

The buses are composed of fleets of 100 Republic and 50 Clydeville chassis, upon which the company has built its own bodies. In the truck fleet for general service are 29 Republics and 25 Fords. The passenger cars for street service and rental are all Studebakers. The ten trucks for the company's own use are divided among Overlands, Fords, Kissels and Oldlands.

When this company began business urban transportation in Tokio was in a deplorable state. The surface car lines were as inadequate as they are now and the only supplementary services were the rickshaws, which are too slow and have become too expensive for the use of the masses, and a fairly large number of Ford taxis, which are also too expensive for the masses.

The motor buses came as a ready relief and helped materially in a temporary solution of Tokio's transportation problem, but even now the demand for street transportation is so great that in crowded districts it is not unusual to see two of the new large trolley cars and two street buses taking on passengers at a single corner and then finding it necessary to leave a considerable number of people to wait for the coming of other vehicles.

Wider Streets the Great Need.

Urban transportation is the great problem in all cities of the Far East. Class distinction is so much a part of the social attitude of the people that foreigners and the upper classes do not ride in street railway cars without losing prestige except in one or two cities, and that they are tremendous consumers of time.

Streets are usually narrow and crowded, so that the extension of trolley lines into the byways is almost impossible. It has often been said that there will not be a great market for American motor cars in Japan or any other part of the Far East until the streets and roads are widened, paved and straightened, but the fact stands that the operations of the Tokio Street Motor Car Company have necessitated the purchase of 270 American motor vehicles of one kind and another, and the Tajima Hotel at Miyazochi operates a fleet of forty-two Hudsons and Buicks, and about 4,000 pleasure automobiles are used in Tokio alone. Unquestionably cars are selling.

With regard to the adoption of motor trucks Tokio indicates what may be expected from other cities. Motor chassis is usually carried on poles by coolies, in antiquated horse drawn wagons and in small carts pulled by men and even young boys. The new consciousness of the people of the East has brought a realization that any city employing such means of freight transfer cannot live up to its dignity as a world city, nor can the best interests of its industries and inhabitants be served by such transportation.

The transportation offered by the Tokio Street Motor Car Company has

MUFFLER IS IMPORTANT PART OF CAR

Should be Inspected at Regular Intervals Same as Other Parts.

The muffler is usually the most neglected part of the car, writes P. Clifford Brokaw, director West side Y. M. C. A. Automobile School, in New York Times. It should not be so. The muffler has a distinct and beneficial purpose and is worthy of careful regard. Its purpose is to muffle the great noise and give a comparatively silent exhaust, at the same time providing for a free escape of the burned gases. Without it there would be no pleasant ride and the pedestrian and dweller by the roadside would need Maxims silencers on their ears.

In the operation of the engine the exhaust valve opens while the burned gas is yet under a pressure of 25 to 30 pounds per square inch. Let directly into the air the report would be no less than that of a hammer. The muffler provides a chamber where the exhaust gases may expand and likewise cool, thereby lessening the pressure, and by permitting the gases to pass off slowly through the multiplicity of small passages the exhaust reaches the air quietly instead of with a rush and big noise.

Early mufflers were rather crude, and while they did quiet the exhaust, often it was at a great loss of power because of back pressure. Because of this a cut-out was devised, which permitted an exhaust direct into the air, for use in starting or on steep grades, or when extra power was necessary. It was almost as much of a nuisance as the open exhaust and speedily cities enacted ordinances forbidding the use of the cut-out. Meanwhile manufacturers perfected the muffler to obviate the defects and there was no longer need of the cut-out. That is why it no longer is furnished as a part of the regular equipment. There is no longer back pressure.

But it does not follow that back pressure is impossible, for if the muffler be not kept clean the small openings will clog with carbon-accumulated from the exhaust. This may become so severe that the engine will be stopped or lose most of its power. The poor grades of gasoline have a tendency to give off more carbon than the better grades. Particularly would this be true if the carburetor were out of adjustment, permitting an excess of gasoline to enter the cylinder. It is not burned perfectly and causes extra carbon to clog the muffler.

Clogging of the muffler hinders and the back pressure of unneeded gas prevents the cylinders from being emptied of burned gases; this prevents drawing in a full charge of mixture from the intake stroke, the explosion is weak and power lessened.

In one particular case a car in which the writer was riding could scarcely make headway up a slight grade; often second speed was necessary to make popular at once and has steadily grown in popularity. During the six months period ending November 31 last the company's revenue return was \$240,033. The total mileage of the buses was 230,810. The freight trucks travelled 165,311 miles and brought in a revenue of \$54,699, and the mileage covered by the taxis totaled 158,795, with a revenue of \$47,713.

Aside from its use the company maintains large, well equipped repair shops and did a business of \$53,849 in them during the same period. The net profits for the period were \$45,839. The company also adds 5 per cent. of its gross profits for bonuses to employees. An interesting phase of the company's business has been the employment recently of women conductors. Considering these motor activities in Tokio, the advent of similar street buses into Manila and the constantly increasing number of motor trucks throughout the islands, the new taxi service in Singapore, the large number of American cars in use on the fine roads in Java and the adoption of motor travel and goods transport even in China across the Gobi Desert, the Far East begins to look up as a real market to attract our manufacturers. A further development along special lines is the motorizing of fire departments in the cities of the Orient.

prevent stalling the engine, until some one stepped on the cutout and the car shot ahead. A little experimenting showed that the cutout was a pretty good accelerator and it was used as such the remainder of the trip. We know that the muffler was clogged and when it was taken off it was found to be almost sealed tight by the carbon deposits.

It is natural where there is a decrease of power to blame it on some other cause. One seldom thinks of the muffler. As a matter of fact the manufacturers do not consider it necessary to inspect the muffler when a car goes into the service station. The inspection card makes no provision for it, unless some manufacturer has put a new provision on the card recently.

The driver who uses kerosene in the cylinder to get rid of carbon will likely transfer it from cylinder to muffler unless he opens the cutout when running on engine to blow out the kerosene and carbon, for the mixture is nice and soft to plaster over the walls of the muffler and the heat will quickly bake it into enamel, covering holes and walls.

While the muffler on most cars is in a most inconvenient place to get at, the driver should take it off occasionally and clean it out, or expect eventually to have trouble, and perhaps have it blown off.

ESSEX MOTOR CAR IN GRUPELLING TEST

Made Journey of Over Thousand Miles in Zero Weather in Thirty-Six Hours.

From Boston to Fort Kent, Me., on the Canadian border, and back again, a distance of 1013 miles, in 32 hours actual running time.

That is the record made during zero weather and over ice-covered roads by a standard Essex touring car.

The total elapsed time, as recorded by observers from Boston, Bangor and Houlton, was 36 hours and 33 minutes.

Temperatures ranging from 15 degrees above to 20 degrees below zero, and roads deeply rutted, snow and

ice-covered, made the run the most severe test of endurance, to both the car and its occupants, ever undertaken in New England.

Storm lashed and pelted with gale driven torrents of snow during part of the journey, the fact that one driver from his entire hand and another three fingers gives only a faint idea of the weather handicap against which the car contended.

It was crisp and cold when the Essex, standard car taken from the salesroom floor of the Hanley-Kimball Company, departed from Boston at eight o'clock at night. It was driven to Portsmouth, through Stoneham and Haverill. Beyond Portsmouth there was ice and snow all the way.

There was only one stop to Bangor, in spite of the heavy going due to frozen ruts six to eight inches deep. At Portland four heavy chains were put on and from Bangor on the roads grew worse and the cold more intense.

The hardest stretch of the journey was through the Maine woods with the thermometer at 20 below, to Fort Kent. Leaving Fort Kent at 2.05 in the afternoon, the Essex was driven through crushed drifts of snow to Houlton, thence to Mattawamkeag and on to Bangor.

Only one stop, to change a tire, was made before reaching Portland. At Portland, the four chains were removed, although it turned out that there was a light snow all the way to Boston.

At 5.33 the second morning following its departure and just thirty-six hours and twenty-three minutes after the start, the Essex arrived back in Boston, after having triumphed in the hardest road endurance test to which a car was ever subjected in the history of New England motoring.

OLDEST ACTRESS IN AMERICA.

Los Angeles, April 12.—Senora Maria Moreno, 104, is making her bow on the silver screen in a picture called "For the God of Rafael." Senora Moreno is said to possess considerable histrionic ability and enjoys the work. She has lived 100 years in Los Angeles, speaks no English and is the oldest movie actor in America.

Truck Runs 300,000 Miles in Grocery Service



The White Company frequently has said, in its advertising, that the life of White trucks has not yet been determined, and this statement seems to be borne out by the performance of Truck "A", dean of the delivery fleet of the W. P. Southworth Company, grocers, of Cleveland, which has entered upon its tenth year of daily service and bids fair to emulate the example of Mr. Tennyson's well-known brook and run on forever.

White not the oldest White truck in operation today, a number of trucks unquestionably the veterans to remain continuously in the service of its original owner.

It was in May, 1910, that this two-ton truck was delivered to the purchasers by

The White Company, and immediately put into commission with John Jedlicka as driver. John, or "Jerry" as the boys at the store knew him, was a lover of fine machinery, and the truck at once became his pride. So carefully did he care for the truck, and so carefully was it driven, that in a little more than nine years but one slight mishap marred the record of truck and driver, though all of the work was performed in the midst of constantly increasing traffic perils in the growing city of Cleveland—a wonderful record which, unfortunately, was ended by the death of the veteran driver a few weeks ago. James Duffy has succeeded Jedlicka as driver of the truck, and bears for it much of the affection of the driver so long associated with it.

Originally the truck was used to transport goods between the Southworth Company's three stores in Cleveland, in general hauling from the depot, and in delivery service. When it was four and a half years of age, Mr. C. S. Southworth, the truck had then covered 200,000 miles. Since that time a portion of the burden once borne by Truck "A" has been transferred to heavier trucks which have been added to the fleet, but it has really added an additional 100,000 miles to its record, and is today, according to the superintendent of delivery for the Southworth Company, "in good shape, and doing about forty-five miles per day."

White trucks are distributed in the territory by

J. A. PUGSLEY CO., LTD., Rothesay Ave.

LET us see what grounds we have for believing the Hupmobile to be the best car of its class in the world.

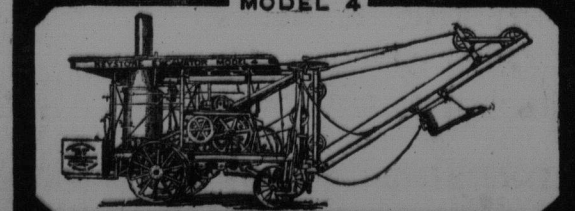
Well, take the matter of long life alone: Isn't it a conspicuous fact that it is almost impossible to "kill" a Hupmobile?

And, when you stop to think of it, isn't long life---which means, of course, long-continued, satisfactory service---a matter of prime importance?

Here, undoubtedly, you have one very good reason why our belief has now become practically a public conviction.

J. A. Pugsley & Co., Limited
Rothesay Ave.
Maritime Province Distributors

KEYSTONE EXLAVATOR MODEL 4



A 12 ton steam traction shovel that tackles anything and makes big money for its owner.

JUST see what a big range of work the Keystone Excavator Model 4 will do—
It's splendid for road work. It has 14 ft. of horizontal working travel on its 18 ft. boom. Its capacity is 250 to 500 cubic yards per day. It works fast. It is very easily handled.
It's great for ditching, for trenching and for back filling. Excavates to a depth of 20 ft. Travels under its own power—32 H.P. steam engine. Side hill excavating—it walks through a hill "while you wait." Celler digging—always shows the Keystone at its best. Stays on the level. "Takes cellar with it." No teams in excavation. This means clean, fast work.

ENGINEERING & MACHINE WORKS OF CANADA
Send for Bulletin
St. Catharines, Ont.

THE OLDS IS REAL ECONOMY MOTOR TRUCK

Chassis is Built Especially for Carrying Heavy Loads on All Roads.

ENGINE BEARINGS ARE EXCEPTIONALLY LARGE

No Weight on Rear Axle—Carried on One Beam—Low Consumption of Gas and Oil.

The Olds Motor Works, Lansing, Michigan, have been building motor cars for 23 years. Recently, by becoming affiliated with Canadian General Motors, they have come over into Canada and a large factory has been erected at Oshawa, Ontario. Therefore, in buying an Oldsmobile this year, you are actually purchasing an automobile which has been manufactured by Canadians in a Canadian factory.

The Oldsmobile is an eight cylinder car with all the speed and flexibility of an 8; but, unlike most eight cylinder motors, it is extremely economical on gasoline. The engine is equipped with a Ball and Ball Carburetor. This carburetor is a two-stage type, only the primary or economy jet spraying up to around 36 miles an hour, when by advancing the control-throttle a shoulder on the carburetor is tripped and the secondary or jetting jet furnishes giving maximum speed or power. For reasonable driving, at regulation speed or for the ordinary hills the primary jet is amply sufficient, hence the economy in fuel. The owner can safely count on getting 18 to 20 miles to the gallon of gasoline under normal conditions.

Although the Oldsmobile weighs but 2160 lbs. fully equipped, the construction is unusually strong. The frame is pressed steel, channel section seven inches deep (with five cross members) width 40 1/2 inches in rear, 30 inches in front. Rear axle is full floating type, spiral bevel driving gear with driving pinion and differential in demountable carriers. Front springs are semi-elliptic, 2 1/4 inches long. The rear springs are underlong, 2 1/4 inches wide and 16 inches long.

There are Timken bearings throughout and the ignition system is Delco. The Oldsmobile is a beautiful car in appearance, the lines and finish being such as to attract as much notice on the streets as the first automobile did on its initial appearance twenty years ago. The interior is a dark green Spanish leather and the inside of the fenders is gray woodgrain.

One gathers the impression that the Oldsmobile provides everything that the motorist hopes for—appearance, speed, power, flexibility, economy and comfortable riding. But the whole has not been told. The equipment that comes with an Oldsmobile is one that even the biased automobilist sit up and take notice, 33 x 4 1/2 Cord tires, front bumper, Gabriel snubber, motor, power tire pump, clock, speedometer, tonneau light, trouble lamp and spare rim, seem to suggest that the last word in "completeness" has been said.

All the above naturally brings out the question "What does all this cost?" Five or six thousand dollars? No, such figure. The Oldsmobile 7-passenger car costs \$3,300 and the 5-passenger \$2,200 f.o.b. St. John.

These cars can be inspected and demonstrations arranged by telephoning The Victory Garage and Supply Co., Ltd., 22 Duke Street. Phone Main 4100.

CARE OF THE CAR IS A NECESSITY

If the Most is to be Gotten Out of it by the Owner.

Motor car trouble usually results from putting off adjustments that should be regularly attended to. In most cases the cause can be traced to the carelessness of the owner and could easily have been prevented.

Proper care begins with the purchase. A car should be chosen whose weight is so nicely balanced that there is no undue strain on any vital part. The materials should be light but strong. Springs should have ample play to protect all mechanical units from the shock of the road.

Above all it is important that the motor has ample power to move any load that may be put in the body and to take it wherever necessary. Such a car as this is easy to take care of because the use does not affect it. But even so it should have regular and intelligent attention from those who depend upon its service.

Just as a rider runs his eye and hand over his animal before he mounts so the automobile driver should inspect his machine. A glance under the hood with the motor running, attention to any sound that is not in tune, a measurement of gas, water and oil, and a test of wiring and even tires, should all become a matter of habit.

These are just a few high spots; the careful owner takes into consideration. He always gives them his attention at the start. Making sure that they are right in the beginning soon becomes second nature.

The practice of a rapid inspection of vital units costs nothing and saves all unnecessary annoyance and expense to the end.

How to Time Distributor.
The following is the correct method of setting or timing the distributor. Fully retard the spark and set the distributor gear contact segment so that it is just about to leave No. 1 cylinder carbon brush, then mesh the gears, being careful to see that the breaker points are just at the point of opening.

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REAL ECONOMY
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Although the Oldsmobile weighs but 2150 lbs. fully equipped, the construction is unusually strong. The frame is pressed steel, channel section seven inches deep (with five cross members) width 40 1/2 inches in rear, 30 inches in front. Rear axle is full floating type, spiral bevel driving gear with driving pinion and differential in demountable carrier. The front springs are semi-elliptic, 2 1/4 inches wide, 30 inches long. The rear springs are underlung, 2 1/4 inches wide and 48 inches long. There are Timken bearings throughout and the ignition system is Delco.

The Oldsmobile is a beautiful car in appearance, the lines and finish being such as to attract as much notice on the streets as the first automobile did on its initial appearance twenty years ago. The upholstery is a dark green Spanish leather and the inside of the Rainite top gray whipcord.

One gathers from the above short description that the Oldsmobile provides everything that the motorist hopes for—appearance, speed, power, flexibility, economy and comfortable riding. But the whole has not been told. The equipment that comes with an Oldsmobile is one to make even the biased automobilist sit up and take notice, 33 x 4 1/2 Cord Tires, front bumper, Gabriel snubbers, motorometer, power tire pump, clock, speedometer, tonneau light, trouble lamp and spare rim, seem to suggest that the last word in "completeness" has been said.

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SLEEVE VALVE MOTOR CHOSEN FOR TANKS

Tanks Helped Greatly in Winning War—Type of Motor Big Factor in Their Usefulness.

It is now commonly conceded by military experts that the tank was one of the great decisive factors in winning the great world war. It is also said that had the British realized the panic spread through the German army at the first appearance of these great lumbering monsters, a catastrophe might have ensued, in the ranks of the enemy.

In the opinion of engineers, the success of the British tanks is due largely to the type of motor selected to drive it. This is the sleeve-valve type. The action of this motor is so smooth,

positive and powerful that the operator may always be sure of his motor in the thick of the fighting.

These large tanks of armor plate construction with the motor enclosed form a sounding board to internal noise and the quietness of this motor is another feature in its favor.

One of these giant tanks, the Britania, which recently made a tour of the United States, was accompanied by a Willys-Knight car driven by a sleeve-valve motor of the eight-cylinder type.

One improvement after another is being made in tank construction. Smaller tanks are said to be able to travel faster than the Germans could get out of the way and to manipulate as quickly as a man can dodge.

Recent experiences show their value in crushing down barbed wire, machine gun nests, and even taking whole batteries of guns, as was accomplished by Sergeant Graham, who, seated on the turret of a two-man tank, called to a battery of guns to surrender, which they promptly did.

But regardless of other changes, it is evident that British, after their experience in actual operations on the fighting front, are convinced that much of the success of their tanks may be attributed to the quiet, powerful sleeve-valve motor.

STUDEBAKER LIGHT SIX MADE RECORD

Journey from Fredericton to San Francisco Made Without a Hitch.

The following, clipped from the San Francisco Call and Post, speaks in praise of the record time made by R. G. Lee and party, in their cross-country automobile trip. It says:—

The economical side of the motor car was never more forcibly proven than by the trip taken by R. G. Lee, of Fredericton, N. B., Canada, who travelled across the continent in a Stude-

baker Series 19 Light six automobile at a total oil, gasoline and repair expense of \$143.

When Lee drove up to the service station of the Chester N. Weaver Co. with his Studebaker and the 1,200 pound trailer attached to the rear-end of the car, requesting that the car be looked after, he did it as nonchalantly as if he had just come in from a suburban town instead of finishing a trans-continental journey of over 4,500 miles. Manager Richardson states that the car only needed a washing and the placing of grease and oil in the cups and tanks.

Lee states that he did not have a particle of tire trouble, and that the Studebaker held up on all sorts of grades and came through without any mechanical adjustments whatsoever.

The gasoline consumption was 423 gallons at a cost of \$123, and oil used amounted to forty quarts at a cost of \$10. This comprised all expenses for the car with the exception that the trailer cost \$10. Lee is very enthusiastic over the

performance of the light six, which was brand new when he left Canada. He reports the roads to be bad in spots and that considering the character of the country through which he drove his Studebaker, the fact that not a single adjustment was necessary speaks volumes for the sturdiness of the car.

The route followed by Lee was from New Brunswick to Maine and through the States of New Hampshire, Massachusetts, New York, Pennsylvania, Ohio, Illinois, Indiana, Iowa, Nebraska, Wyoming, Utah, Nevada, and California.

Lubricating Trucks.

Lubrication is undoubtedly the most important factor in truck maintenance.

Intelligent lubrication is systematic lubrication. Each day the truck or trucks should have an allotted period for greasing and oiling. The driver, in the case of one or a few trucks, should be required to go carefully over

his truck and turn down all the grease cups.

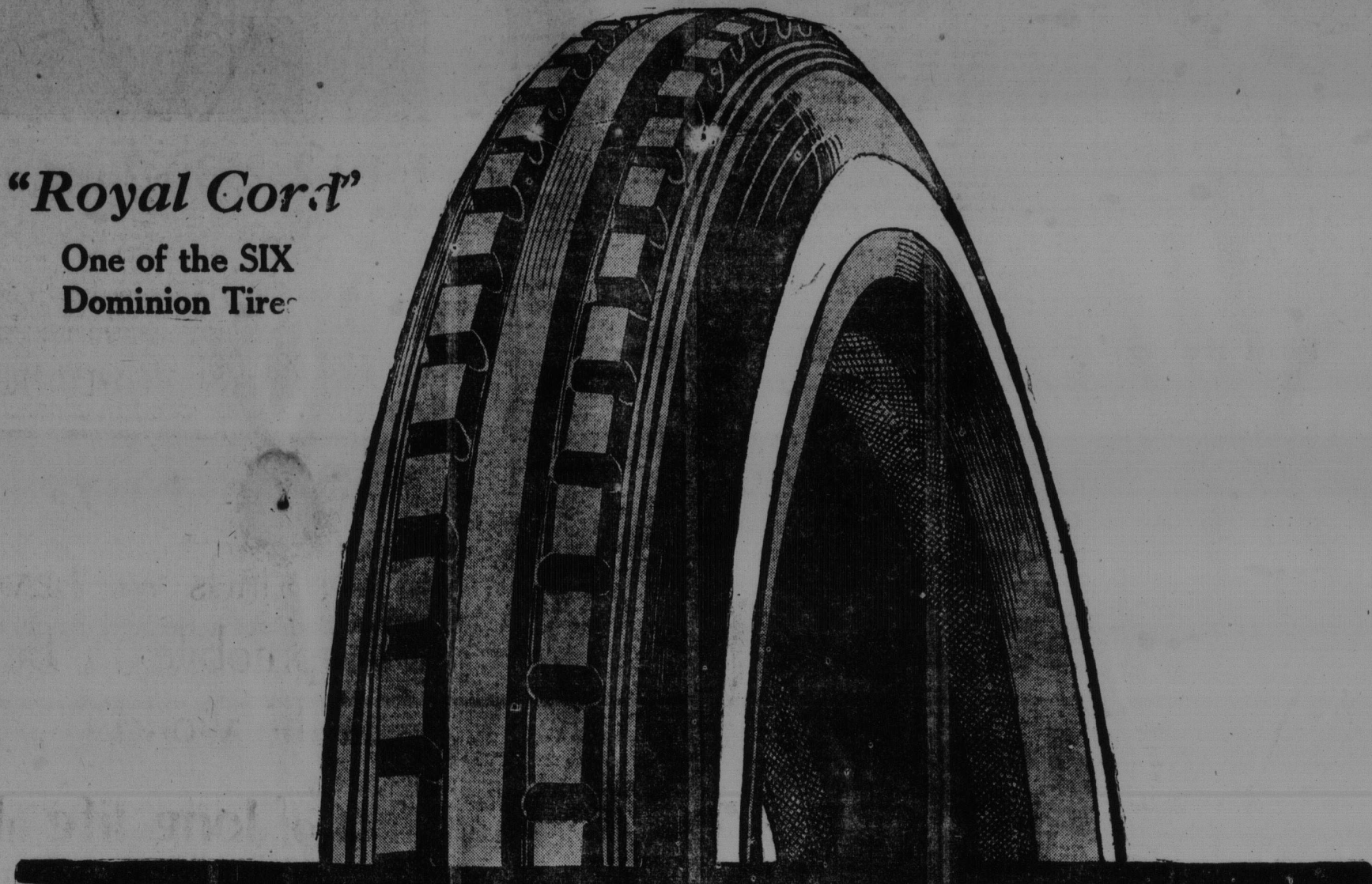
The life of a truck is increased by proper lubrication. The wearing parts are thoroughly protected when coated with a film of oil or grease and wear is considerably lessened, not overlooking the fact, too, that friction is decreased within the truck itself, leaving more power for the overcoming of road resistances.

The engine oil should be changed at regular intervals and occasionally kerosene run through the engine to clean it out thoroughly, removing any foreign particles or old oil sticking to the metal. This is insurance against scored cylinders or burnt out bearings.

Often the thought is that the time spent in lubrication is lost time but the advantage in overcoming large repair bills more than outweighs the so-called wasted time.

A half hour each day spent in systematic lubrication prevents repairs requiring days and sometimes weeks.

"Royal Cord"
One of the SIX
Dominion Tires



DOMINION TIRES

are **GOOD** tires

Why shouldn't they be good? They have behind them the greatest Rubber System in the Dominion, if not in the Empire. They are planned to fill every need of the motorists of Canada. They are built by experts in a great modern factory.

DOMINION Inner Tubes fit all Dominion Tires and ensure perfectly balanced tires. To add comfort to your car and mileage to your tires, always insist on having Dominion Inner Tubes.

And their dependable quality and workmanship are proven by the fact that Dominion Tires have the largest sale in Canada among experienced motorists. They have proved their economy, their easy riding, their long mileage on every road in Canada.

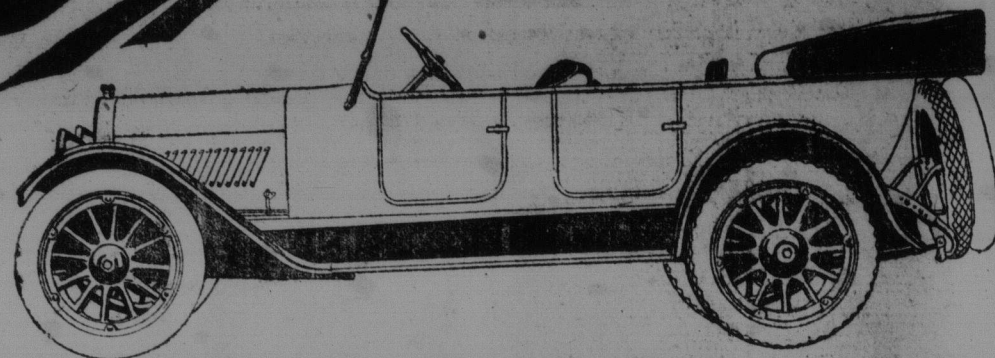
DOMINION Tire Accessories include everything you need to close a hole, plug up a bruise, or heal a cut in your tire. These helps will make your tires last longer. Carry a supply in your car.

Dominion Tires, Inner Tubes and Accessories are distributed through Dominion Rubber System Branches and sold by the best dealers throughout Canada.



Oldsmobile

SETS THE PACE
22nd Year



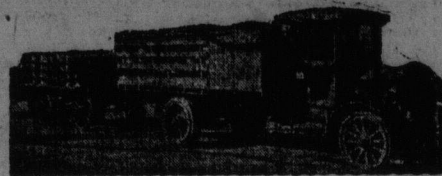
Now Being Built in a Canadian Factory
— By Canadians —

8 Cylinders, 58 Horse Power, 122 inch Wheel-base, Delco Ignition, Timken Bearings, Warner Transmission, Spanish Green Leather, Grey Whipcord Lining in Top, 33 x 4 1-2 Cord Tires, Front Bumper, Gabriel Snubbers, Motometer, Clock, Speedometer, Tonneau Light, Trouble Lamp, Power Tire Pump, Spare Rim.

7 Passenger — \$3300, f. o. b. St. John
5 Passenger — \$3200, f. o. b. St. John

FEDERAL MOTOR TRUCKS

Aiding the Nation's
Business



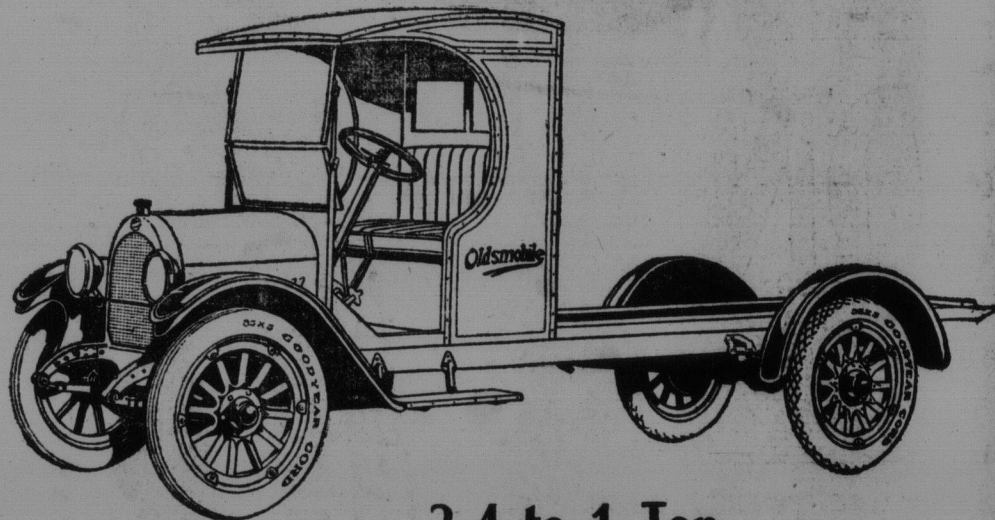
1, 1 1-2, 2, 3 1-2 and 5 Ton Trucks
A Size for Every Business

This is the 10th year for Federal. Think of it! Ten years of exclusive and painstaking truck building. Over \$50,000,000.00 worth of Federals are now in operation. One concern alone has a fleet of 150 Federals.

WHY?

BECAUSE every Federal truck made during ten years is still in service--even the *First Federal* which is still owned and operated by its original purchaser, National Pop Corn Works, at Lynn, Mass.

Oldsmobile ECONOMY Truck



3-4 to 1 Ton

4 Cylinder, 40 Horse Power, 128 inch Wheel-base, Self Starter, Electric Lights, Torbensen Gear Drive, 35 x 5 Cord Tires, Express Body, Cab and Wind Shield, Side Curtains.

\$1980 f. o. b. St. John

Let us send you complete specifications and YOU compare the Springs, Frame, Engine Bearings, etc., with many 1 1-2 Ton Trucks selling at higher prices.

WE WELCOME THE COMPARISON

The Victory Garage and Supply Co., Limited

92-94 DUKE STREET

Walter M. Sherwood, Supt.

Telephone Main 4100

J. Royden Thomson, Manager

DODGE BROTHERS MOTOR CAR

The public believes implicitly in the goodness of Dodge Brothers Motor Car, because it has found, in fifty-nine months of experience, that it is all it is represented to be.

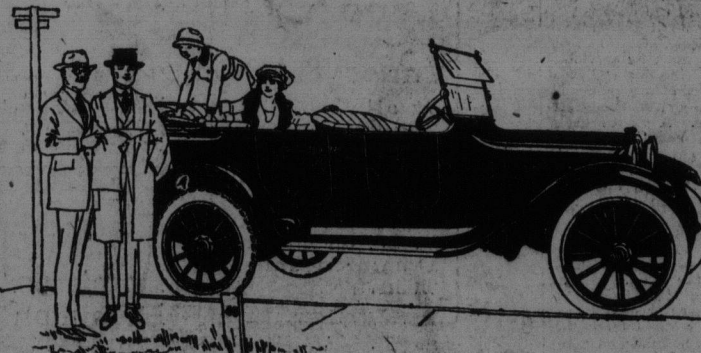
The gasoline consumption is unusually low.
The tire mileage is unusually high.

\$1,850 f.o.b. St. John

The Victory Garage & Supply Co., Limited

92-94 Duke Street

Telephone Main 4100.



OLDSMOBILE IS
NOW CANADIAN
MANUFACTURED

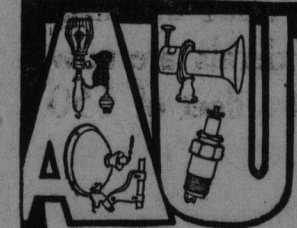
Has Been Giving Satisfaction
for Twenty-Two Years to
Thousands of Users.

IT IS EXTREMELY
ECONOMICAL ON GAS

Has Unusually Strong Construction and Comfortable Accommodation for Passengers.

This is in every sense of the word a "Truck" not a truckbody on a pleasure car chassis. A glance at the construction shows this to be a fact and a very important fact. A closer inspection of the details shows further that the specifications of the frame, springs, engine, bearings, etc., compare favorably with these components on many trucks advertised to be 1 1/2 ton carriers.

The motor is the valve-in-head type, four cylinders 3 1/16 inch bore, 5 1/4 inch stroke, 40 horsepower under block test. A common practice is for drivers to overload their trucks; and where this is done long enough, about the first protest from the truck comes through the engine bearings. This has been well taken care of in the Oldsmobile Economy Truck, the three exceptionally large engine bearings, being of heavy bronze, with babbit facing; front bearing 2 1/16 inches long by 1 1/2 inches diameter; center bearing 2 inches long by 2 inches diameter;



Storage, Rep
Ford Par
We have the late
Pumps, Electric Visib
line before you buy
guaranteed.



United Auto
Tire C
Ltd.

We specialize
double service
30x3 1/2, \$12.00.
Other sizes on
plication.
Dealers write
special wholesale
position.

OLDSMOBILE IS NOW CANADIAN MANUFACTURED

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rear bearing 3 1/2 inches long by 2 inches diameter.

Connecting rods are of drop forged chrome vanadium steel, with bearings 2 1/8 inches long by 1 1/8 inches diameter. The carburetor is Zenith double jet. Lubrication both splash and forced feed. The frame is 21 inches wide in front and 24 inches wide in rear. Channel section 4 3/16 inches deep; stock, 3/16 inches thick. The springs are semi-elliptic, highest grade spring steel. Front 27 inches by 2 inches. Rear 50 inches by 2 1/4 inches.

Rear axle is the Oldsmobile-Torbenesen internal gear type. Roller bearings on pinion shaft and differential gear; also on pinion end of jack shaft. In this construction the weight is carried on an I beam and not on the rear axle, the latter being for driving purposes only.

The wheel-base is 128 inches and the standard tire equipment is 33 by 6 Goodyear Cord.

The cost F. O. B. St. John is \$1,950, and this includes, cab, windshield, express body, with top, self-starter, electric lights, dash light, ammeter, electric horn, complete set of side curtains, seat cushion, extra rim, set of tool, including jack and tire pump.

The inside dimensions of the express body with top (although any style of body will be furnished as required) is length 88 1/2 inches; width 40 1/4 inches; height 54 inches.

A medium-priced truck, combining good carrying capacity with speed and economy of operation, has been a long felt want, as is evidenced by the tremendous demand for the Olds Economy Truck. The Olds dealer in Salt Lake City alone sold 250 of these trucks in 233 days last year.

The following letter from Park & Tilford of New York City, is only one of a score that the St. John dealers can show to intending purchasers: "For the past four months we have been operating four Oldsmobile Trucks with results that are very satisfactory to us.

The gasoline and oil consumption has been exceedingly low. Our re-

cards show an average of 17 miles to a gallon of gasoline (American gallons, which are 1-16 less than Canadian) and 100 miles to a quart of oil. This is in keeping with the general appearance and construction of the Oldsmobile Truck.

It is with pleasure, therefore, that we announce the placing of an order with your concern for ten additional trucks of the same type, for immediate delivery."

The Olds Economy Truck can be inspected at, or further details obtained from The Victory Garage & Supply Co., Ltd., 22-24 Duke street, St. John, N. B., Telephone Main 4100.

On Parking.

In drawing up to the curb it is unwise to run the front wheel flush against the curb. When this is done it is often impossible to turn the wheel in making a start. In case this happens the best way to get out of the fix is to put the jack under the centre of the front axle and raise it a few inches and then push the car away from the curb and off the jack. The small drop will not hurt the car, and it will send the wheel far enough away from the curb to permit starting.

In cars having pressure feed and using exhaust gases to obtain the pressure, it is necessary to keep a careful eye on the feed strainers and other cleaners through which the gas passes on its way to the tank. The dirt accumulations in these strainers are likely to be very heavy.

Maple Leaf Tires

There is No Finer Tire Made than these CORDS



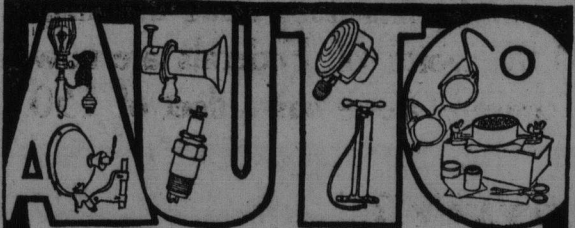
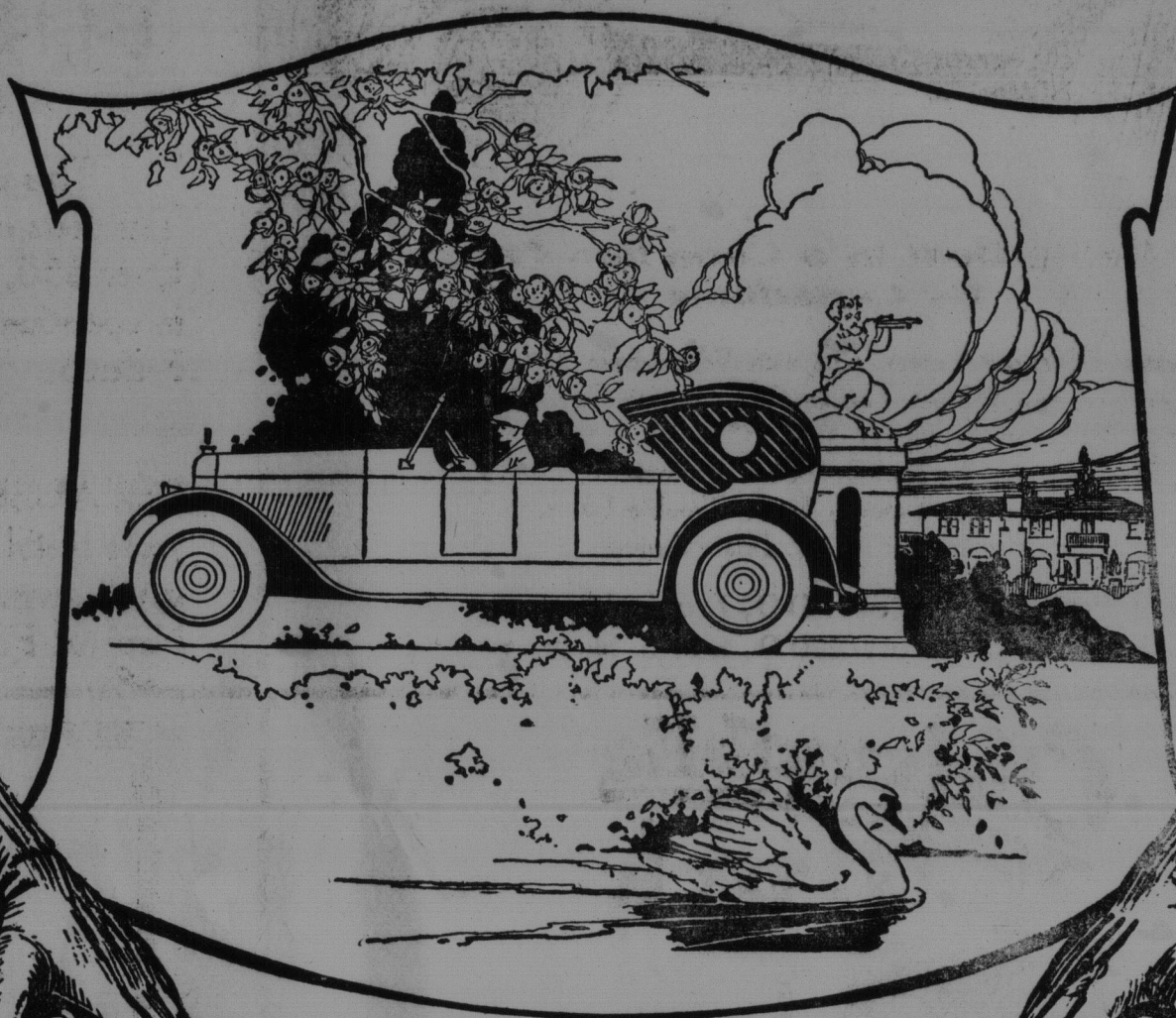
Certain names have unquestioned precedence in the automobile world—no one questions the sterling worth of the article so named. Maple Leaf Cords will be of this company. We know every good tire made today, and regardless of price, there is no finer tire made than Maple Leaf Cords.

For those who prefer a fabric tire, the Maple Leaf dealer offers Maple Leaf Plain Tread and Non-Skids. It will repay you to locate the Maple Leaf Tire dealer.

Maple Leaf Tires come in standard sizes.

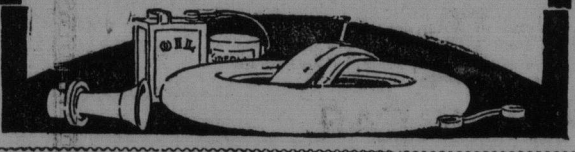
THE MAPLE LEAF RUBBER CO., LIMITED, MONTREAL.

Local Distributors: W. H. Thorne & Co., Ltd. T. McAvity & Sons, Limited Can. Fairbanks-Morse Co.



AUTOMOBILE SUPPLIES NORTH END GARAGE

63 ELM STREET
Storage, Repairs, Ford Parts, Oils, Etc.
We have the latest thing in Gasoline Pumps, Electric Visible. You see your gasoline before you buy it. Correct measure guaranteed.



United Automobile Tire Co. Ltd.

Vulcanizing and Repair

We specialize in double service tires, 30x3 1/2, \$12.00.
Other sizes on application.
Dealers write for special wholesale proposition.



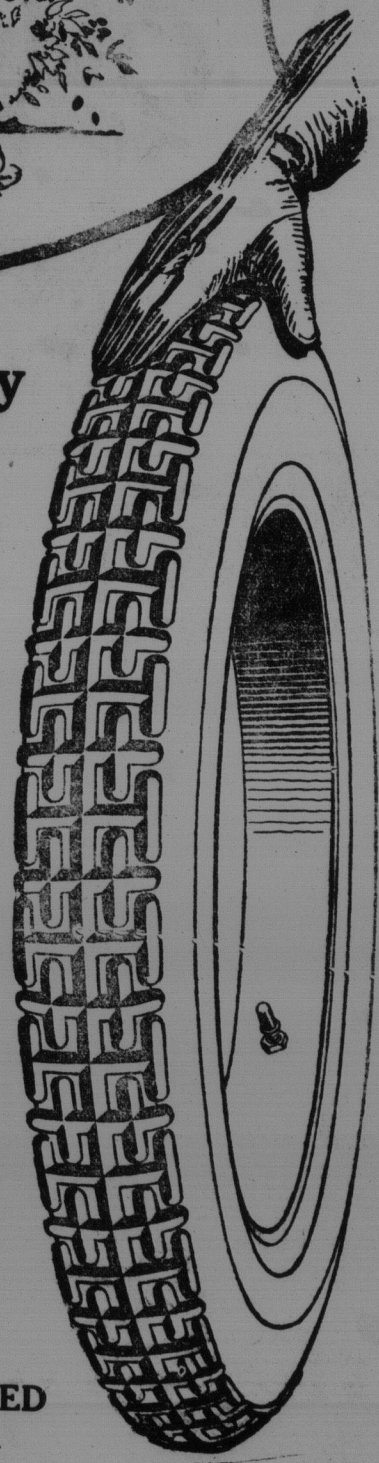
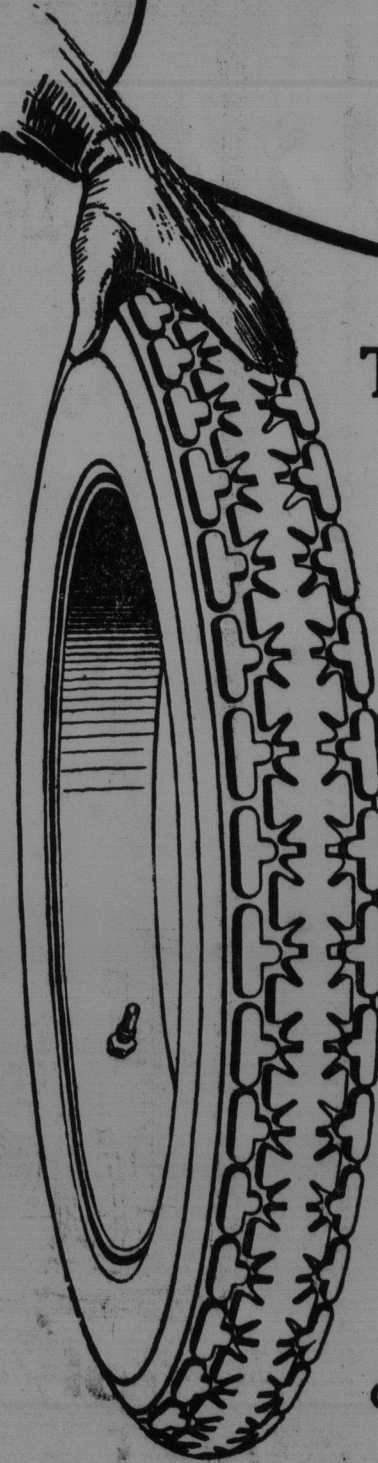
The Tire It Pays to Buy

Only the good survive. Time's old sickle strews the way with the worthless and the public ostracises the failures. Tire standards are ever higher and only the best tires can reach up to it. Tires that survive the ordeal of time and experience are the kind it pays to buy. Such are

"GUTTA PERCHA" TIRES

"The Tires That Give Satisfaction"

GUTTA PERCHA & RUBBER, LIMITED
Head Offices and Factory, Toronto, Canada
Branches in all leading cities of the Dominion



From the Lithe, Little Bicycle Tire
to the Giant, Gripping Truck Tire

GOODYEAR
MADE IN CANADA

ALL-WEATHER TREAD

Throughout the world, wherever a conveyance is cushioned on pneumatic tires, there you will find the imprint of the All-Weather Tread. It may be the narrow path of the bicycle, the broader trail of the motorcycle---the automobile---or the unmistakable track of a giant truck. But always the story it tells is the same---more motorists ride on Goodyear Tires than on any other brand.

The Goodyear Tire & Rubber Co. of Canada, Limited

*All-Weather Tires
are
All-Wheel Tires*



**JIMMY MURPHY
AUTO WORLD'S
NEWEST STAR**

Practically Unknown at Night
Next Day Wins Cham-
pionship Race.

IS PROTEGE OF THE
TOMMY MILTON

Expected to be Among Lead-
ers in International Races at
Indianapolis.

Indianapolis, Ind., April 13.—Jimmy
Murphy, who flashed from obscurity
into fame by winning the inaugural
200-mile sweepstakes on the Los An-
geles Speedway, has entered the
eighth international 500 mile race on
the Indianapolis Speedway, May 31st.

Practically an unknown before the
Los Angeles event, Murphy demon-
strated that he is entitled to rank
among the world's greatest drivers
by his showing during this contest,
which he won at an average of 105.2
miles an hour, after a non-stop run.

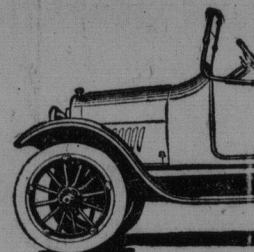
A brilliant future is predicted for
the youthful phenom by racing ex-
perts, his headwork during the Los
Angeles race being on a par with his
driving skill. Content to roll along
within striking distance of first place
through seven-eighths of the distance,
while his adversaries were setting
what was afterwards proven to be too
fast a pace, he came to the fore dur-
ing the closing moments of the con-
test and thereafter was never head-
ed.

To win his first championship race
is an experience that has never be-
fore been vouchsafed by a driver, and
the fact that Murphy succeeded in
turning the trick is held to prove that
there is a lucky star somewhere in
the firmament that is shedding divine
enlightenment for Murphy's special bene-
fit.

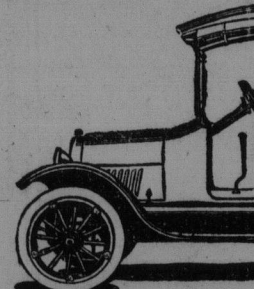
As a matter of fact, his luck lasted
exactly long enough in the Los An-
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ning out on the back stretch while he
was making an extra lap of the track
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this happened the lap before, forc-
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still be a novice instead of the cham-
pionship contender that he is today.

Murphy acquired his driving skill
under the tutelage of the veteran Tom-
my Milton, an expert in every trick
of the trade, with whom he rode as

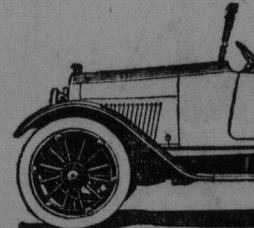
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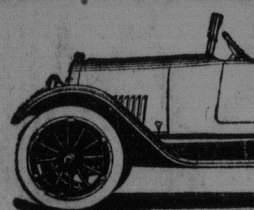
Model 490 Touring, f.o.b.



Light Delivery Truck, f.o.b.



Baby Grand F.B. Roadster



Baby Grand F.B. Touring

JIMMY MURPHY AUTO WORLD'S NEWEST STAR

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To win his first championship race is an experience that has never before been vouchsafed by a driver, and the fact that Murphy succeeded in turning the trick is held to prove that there is a lucky star somewhere in the firmament that is shedding divine enlivening for Murphy's special benefit.

As a matter of fact, his luck lasted exactly long enough in the Los Angeles race, his supply of gasoline running out on the back stretch while he was making an extra lap of the track after crossing the finish line. Had this happened the lap before, forcing him to the pits for fuel, he would still be a novice instead of the championship contender that he is today. Murphy acquired his driving skill under the tutelage of the veteran Tommy Milton, an expert in every trick of the trade, with whom he rode as

CLOSED CARS ARE BECOMING POPULAR

Meet All the Needs of Those
Who Have to Travel—No
Need to Worry About
Storms.

The chief reason for this is that they are the only practical type of conveyance that makes one absolutely independent in regard to his transportation.

Not only for touring but for necessary trips of any length the enclosed automobile affords advantages never enjoyed before.

Time tables no longer need dictate one's goings and comings. Permanent rails need not determine the route by which one must go. And all the inconvenience of transfer points is entirely eliminated.

In addition to these advantages the closed car owner can enjoy absolute privacy. It eliminates all the annoyances of the common carrier. In their stead he is surrounded with refinements of upholstery and fittings such as reflect his individual taste and are possible in no other type of conveyance.

The best part of all is that he can enjoy these things in any season. He can disregard weather conditions entirely.

The permanent top and adjustable mechanism for several seasons, Milton, with greatest good sportsmanship, coached Murphy in everything that he knew, and derives as much satisfaction out of his protegee's triumph at Los Angeles as though he had captured the event himself.

Milton and Murphy teaming together, last fall established an entirely new series of speedway records on both the 200-inch and 183-inch classes that promise to stand for some time, since the Sheepshead Bay race track on which they were made, is now being dismantled. They are also scheduled in the near future to attempt to hand up a new series of similar straightaway records at Ormond, Fla.

Murphy's mount in the next Indianapolis classic will be a specially constructed 183-inch flier developed by Fred Duesenberg, master designer of American racing cars and motor boat engines, to uphold the prestige of American engineering genius and skill against the best the world has to offer. With Duesenberg looking after his gasoline steed, Murphy is certain of an opportunity to demonstrate his ability to the limit in the next Hoosier International, and must be figured as one high among the home bred who will endeavor to stem the foreign invasion.

windows that afford protection against cold and storms are equally valuable assets on fine days. The passengers can regulate this protection at will. They can have all the pleasure of open air travel without any discomfort from dust, dirt or sun. It is the completeness of the device that is winning popularity for this improved means of travelling.

Garage Floor.

The average car owner may not know that a layer of cinders six inches thick makes a very satisfactory floor for the home garage. The cinders should be thoroughly stamped down, a hose being used to wet them down during the operation. This floor absorbs grease, oil and gasoline that may leak out of the mechanism and it is, moreover, practically dustless.

A SPRING SONG.

The crocus rears its golden head
To lap the morning dew,
(And with it soars the cost of bread,
And golden butter, too.)

Pale primrose petals light the brake
And ring the birchen bole;
Snowdrops arise (and so does cake
And paraffin and coal.)

See where the hedgerow gloms afar
With myriad springing shoots;
(So rise the taxes on my car,
The cost of clothes and boots.)

Eye down the merle and mavis rise
With music in their throats;
(But faster than their warbling flies
My sheaf of rustling notes.)
—A. W., in London Chronicle.

Gray-Dort

Opening of Our New Show
Rooms

May 30th

—AT—

42 Sydney St.

Wm. Pirie, Son & Co.

Stewart

MOTOR TRUCKS

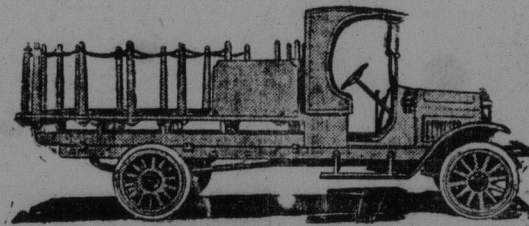
Fleet Owners Prove Stewart Quality

Hundreds of firms own fleets of Stewarts—Dexter's Bakery, Springfield, Mass., bought their first in 1916 and now own 27; H. J. Ball of Milwaukee, bought his first truck in June, 1917, and now owns 22; Rothenberg & Co., one of New York's largest department stores, purchased a Stewart in November, 1918, and now operate 16.

The low operating and upkeep expense of Stewart Trucks has established for them a remarkable economy record in over 600 American cities, on hundreds of farms, and in 27 foreign countries.

Perfect Stewart design has eliminated hundreds of needless parts, reducing the weight of the truck and making it stronger, simpler to operate and more economical as to gasoline, oil and repairs.

Quality Trucks since 1912



Stewart Distributors

McGrath Harris Co., Ltd.

50 Cliff Street, St. John

IMPERIAL MOTOR COMPANY

298 UNION STREET, ST. JOHN, N. B.
CHEVROLET SALES AND SERVICE

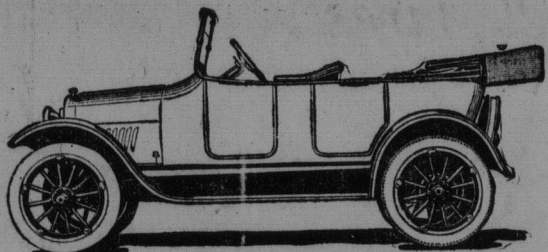
Gasoline and Oils
Tires, Tubes and
Accessories

Tow
Car
Service

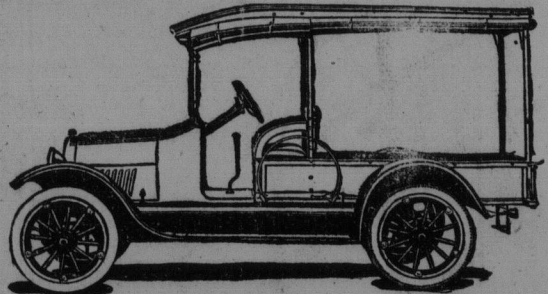
Storage
Capacity
150 Cars.

Cars Washed
At All
Hours

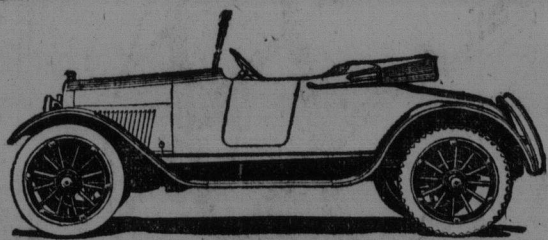
Complete Line of
Chevrolet Parts
Always in Stock



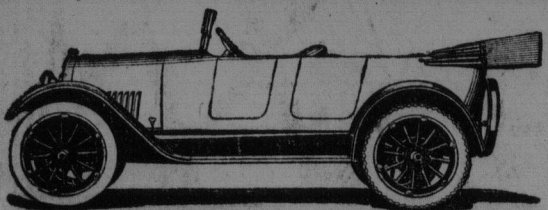
Model 490 Touring, f.o.b. St. John, N. B. . . \$1125.00
War Tax \$150.



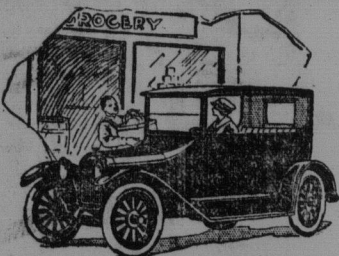
Light Delivery Truck, f.o.b. St. John, N. B., \$1045.00



Baby Grand F.B. Roadster, f.o.b. St. John, N. B., \$1845.00



Baby Grand F.B. Touring, f.o.b. St. John, N. B., \$1845.00



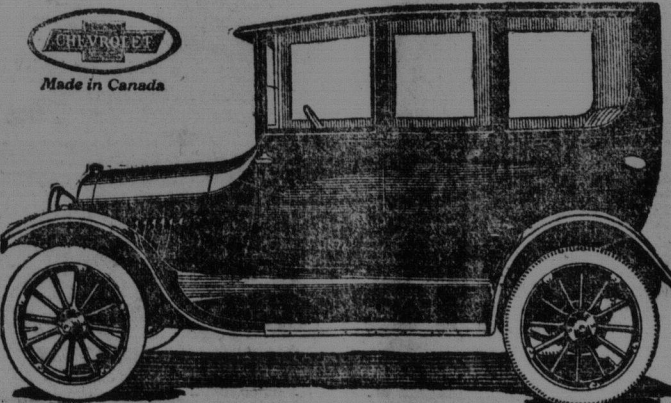
A Feminine Motorist Writes:

I like my Chevrolet "Four-Ninety" very much indeed. It surely is a lady's car. I did not realize how dainty and pretty it is until I compared it at close range with a machine of another make. I consider it economical on gas and oil and is a splendid hill climber.

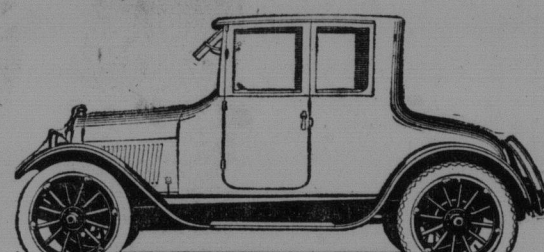
If you want besides economy in first cost and later in operation, a car with dignified beauty, comfort and every convenience for year-round use, the Chevrolet "Four-Ninety" Sedan will particularly appeal to you.

Here is a car combining in one all the advantages of a roomy, open touring car with the comforts of a completely appointed closed car. The side windows drop into receptacles, making it but a moment's task to convert it from a closed to an open car with permanent overhead protection.

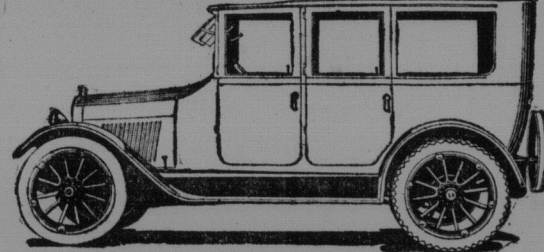
This Sedan fills a definite need for a comfortable, efficient all-weather car, as you will appreciate



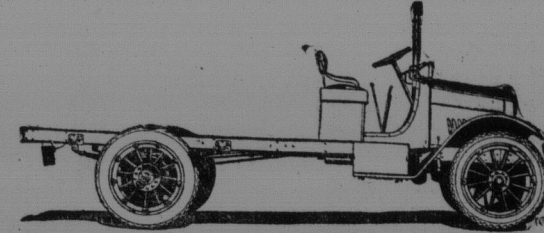
Made in Canada



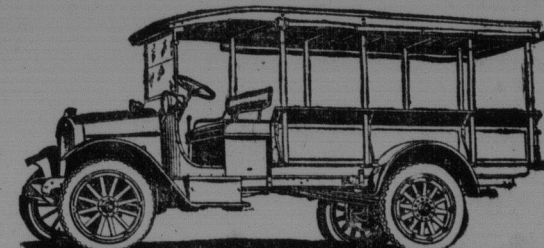
Baby Grand F.B. Coupe, f.o.b. St. John, N. B., \$2450.00



Baby Grand F.B. Sedan, f.o.b. St. John, N. B., \$2450.00



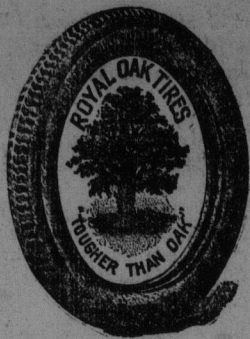
One Ton Truck Chassis, f.o.b. St. John, N. B., \$1825.00



One Ton Truck Chassis Express Body and Top, f.o.b. St. John, N. B., \$1995.00

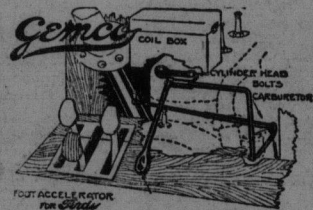
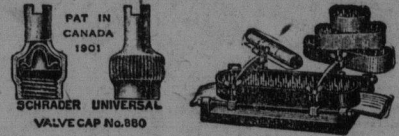
**ROYAL OAK
TIRES**

Motor Car Accessories

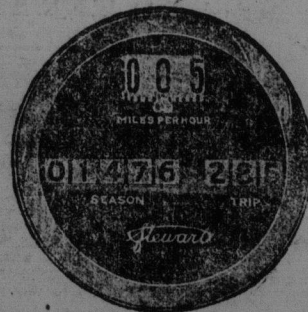
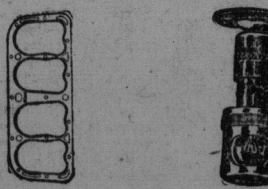
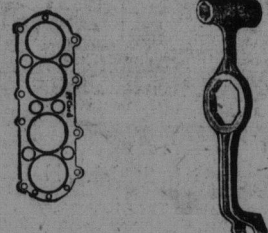
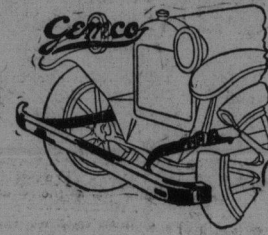
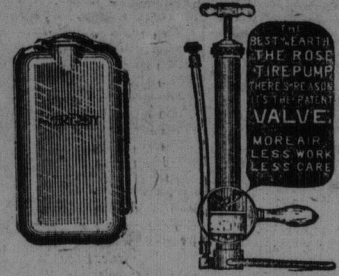


IN OVERHAULING YOUR CAR preparatory to the Summer season, bear in mind that our Automobile Accessory Department offers the largest and most complete line in the city. Only leading manufacturers are represented in our displays which embrace

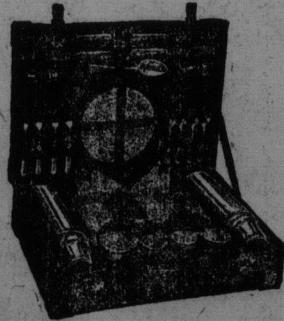
Royal Oak Tires Clover Leaf Tires
(Tougher Than Oak)
Goodyear Tires



- | | | |
|--|--|--|
| <p>Clover Leaf Tires "Non Skids same price as Plain Treads."
Royal Oak Tires tougher than oak.
Royal Grey and Red Inner Tubes.
Goodyear Fabric and Cords.
Goodyear Tubes regular and heavy tourist.
Dunlop Tires, fabric and cords and Tubes.
Dreadnought and Imperial Tire Chains.
Chains for Ford Ton Trucks and attachments.
Utility Rim Removers.
Emergency Mud Hooks.
Tire Repair and Saver Kits.
Vulcanizing and Patching Cement.
Cementless and Cement Patches.
Tire-Cut Filler and Putty.
Friction Tape.
Inside Protection and Rim Cut Patches.
Outside Blow-out and Hook-on Patches.
Tire Reliners.
Johnston's Hastle Patches.
Adamson Vulcanizers.
Tire Paint.
Hand Tire Pumps of all descriptions.
Auto and Truck Jacks.
Running Board Mats.
Auto Clocks.
Lunch Boxes.
Hand and Electric Horns.</p> | <p>Tool Boxes.
Luggage Carriers.
Resilient Spring Bumpers.
Search Lights and Tail Lights.
Auto Lamps and Lamp Boxes.
Storage and Dry Cell Battery Testers.
Champion and Hercules Spark Plugs.
Champion and Hercules Spark Plug Porcelains.
Spark Plug Cleaners.
Grease Guns.
Auto Soap.
Sponges.
Large Assortment of Chamole Skins.
Radiator Hose.
Radiator Cement.
Auto Polishes and Cleaners.
Johnson's Carbon Remover.
Johnson's Stop Squeak Oil.
Glidden Auto Finishes.
Garco Brake and Transmission Lining.
Howe Kork Tread Transmission Lining.
Cotter Pins and Cotter Pin Pullers.
Bolts, Nuts, Caps Screws and Taper Pins.
Wheel Pullers for Ford and Chevrolets.
Chevrolet and Ford Cylinder Head Gaskets.
Wire Wheels.</p> | <p>Large Assortment of Wrench Sets.
Auto Goggles.
Ford Speedometers.
Everready Flash Lights.
Lubricating Spring Covers.
Taps and Dies.
Tire Pressure Gauges.
Valve Insides.
Valve Repair Tools.
Chevrolet Cylinder Head Gaskets and Rimmers, articles for the Motorist.
Windshield Cleaners.
Fyroc Spark Plugs.
Tire Valves and Valve Parts.
Pump Connections.
Shaler's Five-Minute Vulcanizers.
Standley Adjustable Luggage Carriers.
Stewart Wire Wheels for Fords, Chevrolets and Overlands.
Columbia Hot Shot Batteries.
Dash and Trouble Lamps.
Cigar and Pipe Lighters.
Dashboard and Push and Pull Switches.
Lamp plugs and Sockets.
Rubber Running-board Mats.
Bearing and Carbon Scrapers.
Valve Grinders and refacers.
Double Seal Piston Rings.
Wonder-worker Specialties.
Burgess Shock Absorbers and Snubbers for Fords.
A Full stock of Oils and Grease.</p> |
|--|--|--|



Quality



Service

AUTOMOBILE ACCESSORY DEPARTMENT
Street Floor — Market Square Store

W. H. Thorne & Co., Limited

Store Hours: 8 a.m. to 6 p.m. Open Saturdays till 10 p.m.