

FEDERAL GOVERNMENT FACING DEFEAT TURNS ABOUT VOTING AGAINST OWN ESTIMATES

Was "Black Friday" for the Government With Mr. Murdock, Minister of Labor, Abandoned by His Colleagues and Party—Parliament Rarely Witnessed Such Ministerial Humiliation as Befell King Cabinet on Labor Estimates—Progressives and Conservatives Mercilessly Scrutinize Estimates.

Ottawa, March 31.—It was a "Black Friday" for the Government. Mr. Murdock, the Minister of Labor, who had so boldly during the election campaign about the "Trusts, Combines and Frontiers" but who this far has been a tame cat in the hands of Sir James Goslin and the corporationalists in the ministry, came to the House with his estimates, in jaunty, self-assured fashion, but when late in the evening he retired he was a much chastened and more humble man. The House, in a querulous mood, scrutinizing estimates, particularly increases, with merciless precision and the climax came when, toward evening, an amendment moved by H. H. Stevens, Minister of Trade and Commerce, reducing the labor vote by \$23,000, carried the Government, facing defeat, turning around and voting against their own estimates.

Amusing Incident

The incident, in many ways an amusing one, revealed the Government's weakness. All day long they had defended the increases. Mr. Murdock thundered in characteristic speech fashion in their favor. Mr. King and others defended them with eloquence and vehemence. When finally a division was called and the tally speaker Mr. Maclellan, asked for "aye" and "nay" there was a groan of "nays" against the amendment from the Liberal benches. The "aye" vote, he declared, the acting speaker, but the Conservatives de-

10,000 COAL MINERS HAVE QUIT THEIR JOBS

Ottawa, March 31.—Approximately 10,000 coal miners quit work tonight to enforce new wage contracts, according to union reports from all bituminous and anthracite fields. The miners include 800,000 union men and some 100,000 non-union. A number of strikes in Illinois, and other places, left the mines at a standstill. In Kentucky, where 5,000 union men quit work this afternoon, although the strike began officially at midnight, a Federal Government decision not to take any action at present as the situation was not deemed critical. The only case in the strike area in Kentucky where 5,000 union men quit work because their contract was another year. Kansas miners were ordered out, despite an order of the industrial court extending the present contract a month. Coalition officers ordered 13,000 men to quit in the mines to protect property from damages incident to non-compliance. In Canada, the strike is expected to be effective in the Western Provinces, but not in the east. Government reports indicate goodly coal supplies on hand, at least \$1 day in certain areas, at least.

BOAT GENERAL CURRIE ASHORE

Given on the Rocks at St. Pierre During Gale of Thursday.

North Sydney, N. S., March 31.—Special despatch received here today reports that the three-masted schooner, General Currie, was driven ashore at St. Pierre, the French island on the Newfoundland coast, during the gale of Thursday. She was anchored there when the storm broke. Extra anchors were put about and every effort made to hold the vessel but without avail. The lives of the crew were not endangered. The vessel is a total loss or not. The General Currie is 160 tons, net, built in 1915 and owned by Samuel Harris, Limited, of Grand Banks, Nfld.

RAIDERS SEIZED EXPLOSIVES

London, March 31.—Raiders today seized the cargo of explosives chiefly nitro glycerine, aboard an admiralty ship off the Irish coast and stowed it safely some unknown place, according to despatch to the London Times from

Order Secret Mobilization Of Irish Army

Republican Committee Calls Republican Section of Army Together for Violent Action.

London, Mar. 31.—A despatch to the Daily Mail from Belfast says the Republican committee has ordered a secret mobilization of the Irish Republican army for Sunday with the intention of violent action. The despatch adds that the provisional government has issued a "warning to the men."

SHIFTER FAD FLOPS, HEADED FOR BUSHES

Spirit That Inspired It as Old as Eve and May Go Marching On.

New York, March 31.—"Everybody who wasn't wise has been stung into the Society of Shifters," said a more or less prominent member of that ephemeral movement yesterday, "and all others have been let in on the secret by the newspapers. Therefore, there being no easy marks left, the fad is leaving New York—probably for Pittsburgh or Baltimore. In a few years we shall hear from it in Philadelphia."

TOO MANY JUDGES IN WEST, SAYS DR. BAXTER

Questions Propriety of Giving Another Judge to Saskatchewan—Bad Precedent.

Ottawa, March 31.—(Canadian Press)—The bill to amend the judges act, for the purpose of permitting the appointment of an additional judge to the court of appeals in the Province of Saskatchewan was given second reading and reported from committee when the House met this afternoon.

REPUBLICANS NOT TO OBSTRUCT AGREEMENT

De Valera Followers Willing to Await Results of New Irish Pact.

STOPPED FEDERAL ENVOY AT HALIFAX

Representative of Dept. of Labor Told to Get Out of Nova Scotia.

Ottawa, March 31.—During the debate on the labor department estimates this evening Col. J. A. Arthur, Conservative, (Parry Sound) asked if a representative of the Department of Labor had gone to Nova Scotia and had returned after reaching Halifax. He also wanted to know who told the official to return to Ottawa.

BURNS SAYS DRY ACT IS MAKING DRUG ADDICTS

Great Increase Since Prohibition, He Tells U. S. House Committee.

NO APPARENT SIGN OF LET-UP

Gain in Dope Victims Continuing Up to the Present Minute.

Washington, D. C., March 31.—William J. Burns, director of the Bureau of Investigation of the Department of Justice, made the statement to the House Committee on Appropriations, according to testimony just made public, that in his opinion prohibition is largely responsible for the great increase in narcotic cases.

French Column Ambushed By Morocco Tribe

Seven Hundred Men Killed or Wounded in Surprise Attack.

"BIG NAVY" MEN PERTURBED OVER APPROPRIATIONS

Personnel of U. S. Navy Reduced to 65,000 Men—Other Reductions.

Washington, March 31.—(By Canadian Press)—Friends of a large navy in the United States or, as they are generally called, the "big navy" men, are much concerned over the trend of things with respect to the naval appropriations.

COMMUNICATION IN ONTARIO CRIPPLED

Western Cities and Towns Without Lights; Wires and Poles Down.

FRANCE REPLIES TO UNITED STATES' NOTE

Question at Issue Is to Whom Request for Reimbursement Should be Made.

STRAWLINATION CAUSE OF BABY'S DEATH

Father of Infant Daughter Charged With Crime of Murder.

REFUSE TO GRANT COURT OF INQUIRY

British Gov't Turns Down Request from the Engineering Unions.

TROUBLED HISTORY OF IRELAND ENTERS ANOTHER PHASE

Conclusion of Agreement Between North and South Regarded as Forerunner of Peace.

PLAUDITS SHOWERED UPON CHURCHILL

Secretary of the Colonies Admittedly Hero of Agreement—Warning Voices Heard.

DISPOSITION OF ESTATE IN BALANCE

Court Must Decide If Boy Is Son of One or Both of the Twins.

CANT ACCEPT TERMS SAY TURKS IN BERLIN

Angora Refuses to Abolish Compulsory Service, But Disclaims Conquest.

ANGLO-AMERICAN COMMUNICATIONS

Toronto, March 31.—Communications in Western Ontario have not been so badly crippled in many years as they are tonight, following two days of snow, rain and ice which have broken down telegraph and telephone poles in thousands.

DEATH OF BLAZEK "SIAMESE TWINS" GIVES RISE TO PECULIAR LEGAL MIX-UP.

Chicago, March 31.—The death of Ross and Josefa Blazek, the "Siamese twins," has left the Cook County Probate Court with a legal problem which, apparently, is unprecedented.

ONE PERSONALITY OR TWO

If they were one personality, the son will inherit the entire fortune which was accumulated by the twins during their exhibition tours of the world. If they were two distinct personalities, Ross, being the mother, and Josefa, the aunt, only Josefa's half of the estate would go to the lad, while Josefa's closest relatives, including her 86-year-old father and four brothers would be entitled to her half.

DESTRUCTION OF TREES IN NIAGARA FRUIT BELT REPORTED TO BE ENORMOUS

As the storm passed eastward this evening, the scene of destruction was shifted.

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AUTO BODY BUILDING SHOWS MOST REMARKABLE PROGRESS

Surprising Development in Coach Design, Workmanship and Equipment Made in Past Score of Years.

By COL. CHARLES CLIFTON, President National Automobile Chamber of Commerce (U.S.)

We are prone to accept progress as a matter of fact. As man creates new conditions, new conveniences, new utilities, they become part of our everyday life, and we regard them without surprise or wonder.

But imagine our astonishment if we were to awaken today after a prolonged slumber such as Rip Van Winkle experienced! Picture your amazement if you were to gaze today for the first time upon a machine which speeds through the air at a pace of more than 180 miles an hour. You would be dumfounded. Yet when you read a few weeks ago of the shattering of airplane racing records, you accorded it only passing interest.

You would be equally amazed if you were to see for the first time a modern enclosed car. You may have become so accustomed to them that you give them only a fleeting look of admiration.

But think back a few years! It is not difficult to recall the days when the automobile was a fair weather vehicle. Only a hardy adventurer would "motor" in rainy weather. Modern driving was unheard of in those days. Even in fair weather, motorists suffered discomfort if a brisk wind was blowing, for there were no windshields to protect one. Tops were a rarity. And enclosed cars were crude and ungainly experiments.

Discomforts of Early Days. Most of us remember the early automobile endurance contests and the Glidden tours. The cars which participated in these events represented the latest word in American motor car design, yet the contestants were subjected to every conceivable discomfort. Exposed to mud, rain, sleet and wind, the drivers were exhausted after a day's travel.

The New York to Pittsburgh eight day run of 1903 still is a vivid picture to me. The description of the finish of that contest by an American motor car of that time serves to emphasize the hardship endured by the tourists less than two decades ago.

"Eight days after the start of the run," he says, "on the morning of Thursday, Oct. 15, beyond High Bridge, in a concourse of a group of people and a contingent of 'Smoky City' autos gathered on Ridge avenue and waited in the fog and drizzle. The whistles were blown twelve minutes before noon when a muffled noise like the vibration of a drum beaten far away sounded faintly. It grew to a rousing honk-honk away somewhere in the impenetrable fog. The crowd answered with a shout and a cheering. As they shouted, out of the fog came a car, ghost-like in its mud streakings and for ensnaring.

"The occupants were clad in leather and rubber with their heads hidden in helmets and goggles. They sat huddled down and holding fast. Contrast of the Present. What a contrast to the motor journey of the present time under similar conditions! We may drive for hours through a pelting rain, or through a driving blizzard, or through raw, chill winds, and stop from the snug security of our closed car, warm and comfortable. Imagine your wife or daughter driving to school in the morning, or on a shopping trip in inclement weather in the days when the only protection was an ineffectual windshield or an awkward hat. And then picture the comfort they enjoy today!

Yes, if we place these pictures side by side the change is a remarkable one indeed, and yet the progress has been so steady that we are apt to forget the tremendous advances that have been made. The automobile body designer of 20 years ago had little to guide him. He was groping. He was contending with a new problem. Horse-drawn carriage construction furnished his only precedent, and it was none other than that. Here was a new vehicle which attained a speed of twenty, thirty or even forty miles an hour, and the questions of exposure to the elements became

Buy "Diamond Dyes" and follow the simple directions in every package. Don't wonder whether you can dye or not, because perfect home dyeing is guaranteed with Diamond Dyes, even if you have never dyed before. Worn, faded dresses, skirts, waists, coats, sweaters, stockings, drapeles, handkerchiefs, everything becomes like new again. Just tell your druggist whether the material you wish to dye is wool or silk, or whether it is linen, cotton or mixed goods. Diamond Dyes never streak, spot, fade, or run.

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TEACHING JAPS HOW TO BUILD GOOD HIGHWAYS

"Sam" Hill Knows How to Build Them and is Telling the People.

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Wm. H. Hill, road builder, said that about any kind of road you mention, automobile roads, hard-surface roads, dirt roads, railroads—he built them all, and is still building. It is not strange, in view of his abhorrence of mud and rut, that what the Japanese consider good roads give Hill, the road builder, considerable pain.

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Maritime Religious Education Notes

Summary of the Excellent Work That is Being Carried On Throughout Provinces.

Mr. A. H. Chipman, chairman of the New Brunswick Boys' Work Board, and Rev. Waldo C. Machus spent Sunday, March 26th, in Halifax, in the interest of boys' work giving addresses and holding conferences in the West End Temple Tabernacle and Dartmouth Baptist Church.

During the past week Rev. F. M. McIlwain has been holding a series of District Sunday School convention in Charlotte County, N. B., touching St. Stephen, St. George and St. Andrew's.

The Sixteenth International Sunday School Convention will be held at Kansas City, Missouri, June 21-27, 1922, both days inclusive. It is expected that this will be the largest and strongest Sunday School convention ever held. The Maritime Provinces are entitled to 32 delegates. Anyone who desires to attend should make application to the Maritime Religious Education Council, 94 Prince William Street, St. John, N. B. The registration fee is \$2.50.

Miss Alice M. Harrison, Elementary Division Secretary, has been holding institutes for elementary workers in Kings and Antigonish counties during the past month. Great interest has been shown in every locality visited. The subjects dealt with centered around the organization and methods of teaching in primary, primary and junior departments. Great emphasis is placed on the importance of Mothers' Meetings in connection with the children.

The convention for the Chatham District, E. C. Workers held its district in Chatham on March 25th and proved to be of unusual interest. This convention was held jointly by the local boys and girls' work secretaries of the Maritime, E. C., and its programme featured particularly the teenage departments of the work of that Council. At the close of the afternoon session, which was largely of a business nature, the convention divided into the Boys' Work and Girls' Work groups. These were joined by the local boys and girls' work secretaries and the two teenage programmes were presented and demonstrated separately in these two sections.

The evening session, which was in the form of a mass meeting, presented an unusually attractive programme which drew a capacity audience. The first part of the gathering was given over to the young people who were present in large numbers. One phase of the work of the teenage which is the life of the boy and girl. The response which it can call forth when rightly approached was well demonstrated by the service of worship, led by Mr. Gregg, for the benefit of both adults and teenagers present. Later the whole question of forms and methods of worship in our Sunday Schools was discussed by Miss Allison in an address on "The Place of Worship in the Sunday School." Miss Allison pointed out very clearly the many reasons why the boys' work period of the Sunday School should train the devotional life of the young and gave some very practical suggestions for the means of making the first part of the Sunday School session much more than "opening exercises."

A new feature was the presentation of the work of the Maritime Religious Education Council by the use of lantern slides which showed the splendid work being done by this organization through the holding of boys' camps. These slides demonstrated very clearly the wholesome atmosphere and worth while training which the boys' work period attending the camps are surrounded.

The Government will further make positive proposals to the Reichstag on budget and economic, including abandonment or sharp cuts in the expenditures for cultural purposes and social welfare and reduction by the charge of members of the Government bureaucracy. It will also propose to increase certain indirect taxes. The reply note to the Reichstag probably will be sent to the Reichstag next Tuesday, so as to back it with the weight of parliamentary approval.

The Government's reasoning in regard to the acceptability of the demand for the passage of sixty billion marks in new tax before June and the end of the year is simple. No government in normal times ever accomplished such a feat without the possibility at a moment when the Government has just exhausted all its supposed resources for taxation, with the tax machine idle for months awaiting newly voted taxes. Some of its other efforts to frame a reply to the Reichstag Commission are not so convincing.

A representative of the finance ministry in discussing the new separation programme in the Council of State did some fancy figuring on the amount of the cash payments and deliveries in kind together and multiplied the whole sum in gold marks by the figure representing the present appreciation of German exchange to get the total value of the separation deliveries in paper marks. He ignored the fact that two-thirds of the goods purchased from Germany on which the depreciation facts is much less and thereby padded the prospective deficit by a beggarly of about fifty billion marks.

One man was arrested on the charge of being drunk on Thursday night. He pleaded guilty to the charge in the police court yesterday morning and was remanded to jail.

Several men were notified to appear on the charge of leaving their horses unattended and without foot straps, as required by law. Robert Bowen, Samuel Malcher, Fred Miller and Thomas Pettie pleaded guilty to the charge and were fined \$10. William Bowen, also guilty, was fined \$5. Spigney and Officer Conaghan.

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Red Cross Hospital Committee Meeting

Reports Received of Good Work Being Carried on—Treasurer Shows Balance on Hand.

The monthly meeting of the Provincial Hospital Committee of the Red Cross was held yesterday morning, Mrs. E. H. Taylor in the chair.

The treasurer reported receipts of \$723.85, expenditures at \$362.22, leaving a balance of \$361.63.

Mrs. W. D. Forster reported on three follow-up cases and asked for \$10 cash to be used for milk and eggs for two patients. The request was granted.

Mrs. W. P. Bonnell reported that all patients for the month had been filled and shipped.

Mrs. P. B. Ellis, reporting for the East St. John Hospital, said two deaths and occurred during the month and that there are fifteen patients in the military section of the hospital.

Mrs. C. B. Allan reported she had sent cards and flowers to the relatives of the boys who died in the hospital.

Mrs. J. H. Duddy, for the driver committee, said 60 boys had been taken for drives, and that nine boys had been sent to the Imperial for a recent afternoon performance on tickets donated by the Y.M.C.A.

Mrs. F. B. Ellis reported that a patient from the East St. John Hospital had been called on and cared for.

Mrs. Taylor told of the enjoyment the boys in Lancaster got from the recent checker tournament, and requested that permission be given to hold a whist tournament and award prizes. The request was granted.

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Constipation Vanishes Forever

FRUIT-PERMEANT-BILLED CARTER'S LITTLE LIVER PILLS never fail. Purely vegetable—act sure but gently on the liver.

Stop after-dinner drowsiness—constipation improves the complexion—brighten the eyes! Small Pill—Small Dose—Small Price!

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LEGISLATIVE ASSEMBLY RUSHING BILLS THROUGH THE HOPPER

Several Resolutions of Utmost Importance to the Province to be Brought Up for Consideration on Wednesday Next.

Assembly Chambers, Fredericton, N. B., March 31.—The House met at three o'clock.

Hon. Mr. Michael presented the report of the Committee on Standing Orders.

Mr. Robichaud presented the first report of the Committee on Corporations.

Hon. Mr. Michael, for Hon. Mr. Roberts, introduced a bill to amend an Act incorporating the New Brunswick Association of Graduate Nurses.

King gave notice that on Wednesday next he would move, seconded by Mr. Smith (Sunbury) the following resolution:

Whereas, it is particularly important that the coal mining industry in the Province of New Brunswick should be encouraged and developed as much as possible for the purpose of providing employment within the borders of our own Province, as well as increasing the revenue from royalties;

And, whereas, there are in the Province of New Brunswick 1200 miles of railway operated under the Canadian National Railway System;

And, whereas, our coal mines are so centrally situated as to provide fuel for the Canadian National Railway operated within the Province at a cost lower than at present paid for fuel brought into this Province for the operation of the said railway;

It is therefore, resolved, that, in the opinion of this House, the management of the Canadian National Railway System should be a matter of good business and justice to this Province, encourage the New Brunswick coal industry by using New Brunswick coal in the operation of the railways under its management.

Mr. Martin gave notice that on Wednesday next he would move, seconded by Mr. Vanderbeck, the following resolution:

Resolved, that, in the opinion of this House, it is desirable that at the earliest possible date a Conference should be arranged between representatives of the Dominion Government and the Governments of the various Provinces in Canada for the purpose of considering the advisability and practicability of legislation covering unemployment insurance, old age pensions, eight hour day, and other matters affecting the conditions which were dealt with by the Peace Conference of Versailles; the Conference to consider what legislation is desirable and practicable upon the various subjects submitted to it, and the question as to the enactment of such legislation by the Dominion and the Provinces.

Mr. Richards gave notice that on Wednesday next he would move, seconded by Mr. Vanderbeck, the following resolution:

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King Vs. Northrup In Circuit Court

Guilt of Receiving Stolen Goods from C. P. R.—Stafford, Levine and Hayes Dismissed.

When the circuit court resumed session yesterday morning, the case of the King vs. Northrup, charged with the theft of goods from the C.P.R., and receiving goods selling them to the afternoon when the case went to the jury. A verdict of guilty to the charge of receiving stolen goods was returned, but the jury were unable to come to an agreement in the charge of theft. The prisoner was remanded for sentence. W. B. Wallace, K.C., appeared for the crown and C. R. Mersereau for the defence.

In the case of the King vs. Edward Ritchie, charged with theft, the accused pleaded guilty to the charge, and was remanded for sentence.

The case against Stafford, Levine and Hayes was dismissed for lack of sufficient evidence, and the prisoners discharged.

Court adjourned over the week-end.

Best Cough Mixture Is Home Made

Acts With Speed—Loosens the Phlegm—Stops the Irritation and Coughing Ceases

Fine for Chest Colds Too and Is Cheaply Made at Home.

When you can make in two minutes a world beating remedy that acts directly on the membrane and often overcomes stubborn coughs and even hard chested colds to disappear, why trifle with things that will probably disappoint?

Hawking and snuffing and also soreness of the mucous membrane go and you will feel fine in almost no time.

Just get one ounce of Parmitin (double strength) add to it a little sugar and enough hot water to make a half pint and you've got an inexpensive remedy better than you can buy ready mixed.

Its soothing, healing action on the membrane is the reason so many people use it for Catarrh and acute nasal colds.

April Fools' Ball Greatly Enjoyed

Was Given in Masonic Hall, West St. John, by Windsor Chapter, I. O. O. E.

An enjoyable and unique "April Fools' Ball" was given by the Windsor Chapter, I. O. O. E., in the Masonic Hall, West St. John, last evening.

The music for the first dance was furnished by a miniature toy symphony orchestra, whose performance afforded much merriment and won hearty applause.

There were about 125 dancers in attendance, chaperoned by Mesdames D. W. Newcombe and A. W. Fraser.

A dainty supper was served towards the midnight hour. The entire evening was pronounced a great success.

How English Labor Dominates Industry

London, March 28.—Evidences of labor domination in England were cited at the annual meeting of one of the American packing companies here to explain the lack of master profits.

An employee of the packing company, who the unions judged worked too much for his employers, had been fined \$50 on the threat of losing his membership in the union.

In another case, a shop steward elected by the men in a tin shop was elected by the men in a tin shop.

Consider Gillen Award Fair One

Halifax, N. S., March 31.—In a statement dealing with the situation in the Nova Scotia coal fields, issued tonight, D. H. McDougall, vice-president of the British Empire Steel Corporation, says that the rates of wages being paid under the Gillen Conciliation Board award, represent a necessary adjustment to economic conditions, and are thirty-five per cent above the rates of 1916 when the value of the dollar is taken into account.

Mr. McDougall observes that the policy of "striking on the job" advocated by some of the miners' leaders, can only destroy the livelihood of the coal companies and their employees and bring about unemployment and serious distress in the coal-mining communities.

JUGOSLAVIA ASKS FOR ASSISTANCE

Paris, March 29.—The French Foreign Office today received a note from the Government of Jugoslavia suggesting that France and Great Britain cooperate in reestablishing order in Fiume, and in assuring the execution of the treaty of Rapallo.

Such action was regarded in French official circles as impossible.

An Honest Maid Receives Reward

Bangor Man Left Much Money Under His Pillow When He Departed from Hotel.

In this materialistic age, when every man in a position of trust is commonly ascribed to be a crook, and it would seem to be a popular idea that Honor and Virtue are things of the past, news of some passing example of honesty or integrity refreshes the very soul of those to whom it is made known.

An incident of this nature transpired recently in a local hotel. On Thursday night a stranger registering from Bangor, Maine, was assigned a room, which he occupied for the night, and left early the next morning immediately after breakfast.

Some time later one of the chamber maids while making up the bed, discovered a leather wallet beneath one of the pillows, and on opening it found that it contained nine twenty dollar bills in American money.

She turned it in at the office, and about midnight the following night the stranger returned to the hotel and inquired if any money had been found in the room he had occupied.

After being identified by the night porter, who had assigned him the room the night before, and having stated the amount of money he had missed, he was restored his lost property.

The stranger was immensely pleased to get it, and stated he had not missed the money until a short time before he returned to claim it. He did not forget the honest maid to whom he was indebted for his recovery of the amount, and before leaving the hotel left a reward to be paid her along with his heartfelt thanks.

Joseph D. McAvity Dies Suddenly

Prince Edward Street Grocer Succumbs to Sudden Attack—Dies While Awaiting Ambulance.

The death of Joseph D. McAvity occurred very suddenly this morning at the boarding house of Mrs. Rose MacDonald, 22 Prince Edward street.

Mr. McAvity who was discharged Thursday from the infirmary was taken suddenly ill at an early hour this morning. It was soon found that his condition was serious and a hurry call was put in for the ambulance and Doctor Malcolm summoned to attend him.

The attack proved fatal and death ensued before the ambulance arrived.

Mr. McAvity who was a well known citizen, has conducted a grocery and coal business at 23 Prince Edward street for a number of years.

WASHINGTON AND ECONOMIC CONFERENCE

Phrase "Trade Barriers" on Agenda Decided Harding's Course as to Genoa.

Washington, March 31.—(By Canadian Press.)—The one little phrase "trade barriers" on the agenda prepared for the Genoa conference is being held in well-informed quarters in Washington to have had much weight in determining the Harding administration to absent the United States from the gathering.

Under color of removal of trade barriers the Genoa conference might seek to interfere with some plans for the assistance of the United States merchant marine; that it might seek to prevent the adoption of the plan, which already has the President's approval, for the relief of the United States shipping from the payment of tolls for the use of the Panama canal.

And lastly, there are some doubts as to whether the conference might not go so far as to put an end to that sacred institution, the United States custom tariff on the ground that it constituted another barrier to trade, just at a moment when it was necessary for Europe to market her goods in the United States in payment of her war debts, lacking the gold to do so.

The tariff will likely come to the fore again as soon as the treaties signed at the Washington conference are out of the way. Republican leaders have been making quiet personal inquiries to develop the state of mind of the various interests likely to be affected by the proposed revision of the tariff.

So far as can be learned these inquiries have not had very satisfactory results from the standpoint of those who had hoped to find the old party united on the formerly orthodox Republican doctrine of high tariff, and it is evident that much missionary work must be done in the way of reconciling the views of the ultra high tariff men with those of the business interests that realize the necessity of admitting a certain proportion of European goods into the United States in payment of the war indebtedness.

An enjoyable birthday party was tendered Miss Marjorie Ricketts at the home of her parents, Mr. and Mrs. Harry Ricketts, 499 Main Street, last night. During the evening, which was devoted to games, dancing and music, Wallace A. Blake on behalf of the company presented Miss Ricketts with a handsome pendant, and the young lady was also the recipient of several other pretty gifts.

After a pleasant evening refreshments were served and the party was brought to a close in the early hours of the morning.

LLOYD GEORGE PLANS TO URGE REAL DISARMING

If Washington Can Limit Navies, Feels Genoa Can Limit Armies.

SEES OBJECTION FROM THE FRENCH

Question May Not Come Up Formally, But Is Soon to be Discussed.

London, March 31.—Premier Lloyd George will undoubtedly bring the question of general European disarmament up at Genoa, no matter how formally that topic may be barred from the regular meetings of the conference.

This was the view given to the New York Herald correspondent today from a quarter usually well informed after Mr. Lloyd George had spent the day conferring with Cabinet members, including Liberal Ministers, and calling on the King. He is said to feel that if the Washington conference could straighten out the Pacific question and effect a limitation of naval armament the Genoa conference or some succeeding meeting should do the same for Europe and land armaments.

May Be Foundation of Peace. Even if the formal meeting at Genoa only lays the foundation for an economic understanding with Russia and Germany—whose condition affords the pretext on which large continental armies are still maintained—it is considered certain here that Lloyd George will seize the opportunity while all the Prime Ministers of Europe are in one place to inject into them some of his own enthusiasm for what has been described as the "Washington-Genoa policy."

Mr. Lloyd George is reported to be convinced that Europe's only salvation is in a reduction of armament expenditures, whether or not such reductions will induce America to help straighten out Europe's affairs. He hopes, of course, that America can be induced to help American conditions are complicated with.

The Prime Minister is said to realize that he will have a struggle with France over this, the enthusiasm in Downing street over the results of the Near East conference were tempered by Premier Poincaré's final interview given to reporters. What he said is described as almost an open hint to the Turks that if they will kick up another row they will get more.

French Attitude Watched. The attitude of the French press also is being closely watched and its disposition to vilify England, and Lloyd George with articles intended to incite the Turks, such as those appearing in the Matin and other newspapers, is causing no little uneasiness here. It is generally hoped here that Premier Poincaré's reported decision to go to Genoa during the later stages of the conference will be carried out. It is emphasized that Lloyd George is determined to fulfill scrupulously the engagements made at Boulogne, not to bring the reparations and disarmament questions formally before the Genoa meeting, but it is also stated that the strength of his convictions makes it impossible for him to keep them from the informal conversations.

A discussion of the fiscal situation of the various Powers also is sure to involve some allusion to armament expenditures. The domestic results of Lloyd George's day of conferences were entirely happy. Winston Churchill, Colonial Secretary, is understood to be satisfied with Mr. Lloyd George's description of the Russian policy he will pursue and unanimity has been reached as to the terms of procedure for the motion of confidence upon which the Prime Minister is counted on to make one of the greatest speeches of his whole career.

According to information coming from a reliable source, Mr. Lloyd George will himself ask for a vote of confidence in the House of Commons Monday.

This coming session has aroused the most intense interest. Never before has there been such a demand for tickets to the gallery from the public and distinguished strangers.

They Don't Worry

The People Who Insure Their Cars

WITH

VROOM & ARNOLD Limited

Insurance of Every Description

Bank of B.N.A. Bldg.

TELEPHONE MAIN 66.

EVANGELISTIC SERVICES.

The evangelistic services now being held in the Waterloo street Baptist church were largely attended last evening. It opened with an enthusiastic song service led by the pastor, Rev. J. A. Swetnam, who after its completion delivered a heart-searching address, taking as his subject "What Think Ye of Christ?" Mrs. B. Myers sang an effective solo, "What Will You Do With Jesus?" after which an after meeting was held, in which many took part. The campaign promises to be one of much happiness and blessing to the church.

Headaches from Slight Colds. Laxative BROMO QUININE Tablets soon relieve headaches caused by Colds. A tonic laxative and general destroyer. The genuine bears signature of E. W. Grove. (Be sure you get BROMO.) 30c. Made in Canada.

INDIA TURNS FROM POLITICS TO HARVESTING OF CROPS

Comparative Lull in Disturbances Indicates That Peaceful Times Are Returning.

London, March 31.—Spring crops in the Christian Science Monitor learn, are now being harvested in Northern India and a large proportion of the Indian peasantry is consequently too busy attending to their domestic affairs to give much thought to political troubles. This may account for the comparative lull during the last few weeks in the disturbances in the country. The Christian Science Monitor learns, official cables reaching London still show considerable grounds for anxiety, especially in the Punjab and the United Provinces where the recent vigorous action of the government in arresting the agitators and in forbidding public meetings which are likely to result in rioting, is said in many cases to have had the effect of only driving sedition underground.

The view taken in Anglo-Indian circles here, however, is more hopeful; it is the belief that every day which passes in India without disturbances is somewhat definitely gained, and that more peaceful times are gradually returning. This view

Thrift

The judicious practice of thrift is as much an evidence of character as it is the worth-while assurance of comfort and contentment in the years that are to come.

The regular saving of a stipulated sum of money is not only within your power—but a habit every thoughtful person should cultivate.

An Endowment Policy offers a splendid opportunity for regular saving. There is no better way to create an estate than through systematic life insurance deposits. Life insurance is always worth par and it is the first asset realized on in the event of death. Save regularly—and in the meantime enjoy the peace of mind and comfort that such thrift brings.

Get in touch with us for any information you may require in regard to your insurance investment.

THE E. R. MACHUS CO., LTD., ST. JOHN, N.B.
Managers for the Maritime Provinces.

THE MANUFACTURERS LIFE INSURANCE COMPANY

HEAD OFFICE - TORONTO, CANADA.



From the time of Lent we have only a few weeks before our citizens are planning to open the country house for the summer season. Here are the florists' seed catalogues, and the shop windows are suggestive of summer days—and all that goes with summer. It is astonishing how the first mild days turn our thoughts at once toward the countryside; and what is the use of having a country house if we cannot in the early spring go there occasionally and make new plans for the cottage and garden; we do not mind the chill spring winds when winter seems to be putting forth that summer is coming, and the winter months that at times seemed endless, are behind us. The district visited by forest fires last August, in the vicinity of Westfield, has undergone a transformation, many of the best of the trees that were destroyed have been rebuilt, and the demand for cottages at this popular resort promises to be as keen as in former years.

Mr. Bowyer Sidney Smith has purchased the summer home of Dr. and Mrs. J. Roy Campbell at Westfield, and with his family will occupy it this season.

Mrs. Ernest Smith was the hostess at two very enjoyable bridges at her residence, Dorchester street, this week, on Monday afternoon and evening. In the afternoon prizes for the highest scores were won by Mrs. Lushington and Mrs. Frank Miller. At the tea hour the prettily arranged table with decorations of spring flowers, was presided over by Mrs. Richard Arcott, assisted by Mrs. Grant Smith, Mrs. John McLean and Miss Louise Howard. The guests were Mrs. Gilbert Jordan, Mrs. J. H. Stevenson, Mrs. Scarborough, Mrs. Robert Cowan, Mrs. W. E. Golding, Mrs. W. B. Tennant, Mrs. H. L. Spangler, Mrs. Frank Miller, Mrs. Lushington, Mrs. Frank McDonald, Mrs. H. Fleming Rankine, Mrs. John R. Haycock, Mrs. Thomas Guy, Mrs. Ryan, Mrs. Harold D. Payson, and Mrs. Grant Smith. Other guests at the tea hour were Mrs. George A. Kimball, Mrs. H. A. Powell, Mrs. Spaulding, Mrs. Geoffrey Stead, Mrs. L. de V. Chipman, and Miss Blair. On Monday evening the fortunate prize winners were Mrs. Clarence Ferguson and Mrs. Ralph Fowler. Others present were Mrs. T. H. Estabrook, Mrs. Allan Rankine, Mrs. F. M. Roach, Mrs. David Purdie, Mrs. George Murray, Mrs. Shumway, Mrs. Richard Arcott, Mrs. Estace Barnes, Mrs. A. Masey, Mrs. Horace Black, Mrs. A. H. Merrill, Mrs. Grant Smith, Mrs. Hedley V. Mackenzie, and Mrs. W. Henderson. Delicious refreshments were served during the evening when the hostess was assisted by Mrs. John McLean, Mrs. Robert P. Cowan and Mrs. Grant Smith.

Miss Audrey Rankine entertained at dinner at the family residence, King Street East, on Thursday evening. Covers were laid for eight. The table was centered with a chrysalis basket brimming with spring flowers and attractive cards marked the places of the guests. After dinner the party, chaperoned by Mrs. H. H. Laidlaw, Miss Rankine enjoyed the dancing at the Venetian Gardens. Those present were Miss Frances Gilbert, Miss Elizabeth Fleming, Miss Isabel Walker, Miss Audrey Rankine, Mrs. H. H. Laidlaw, Mrs. Douglas Fowler, Mr. Hal-eigh Gilbert, and Mr. Conrad Spangler.

Miss Isabel Jack entertained a few friends at the tea hour on Thursday afternoon at her residence, Wellington Row. The table was prettily arranged, with pink snap dragon for decoration, was presided over by Mrs. Lawrence MacLean. Assisting with the refreshments were Miss Audrey Rankine and Miss Barbara Jack. The guests included Mrs. Arthur Carter, Mrs. Daryl Pelas, Mrs. Campbell Mackay, Mrs. H. H. Laidlaw, Miss Katherine Dickson, Miss Doris Veber, Miss Emily Sturdivant, Miss Eileen Cushing, Miss Marion Crick-shank, Miss Leslie Grant, Miss Lillian Kennedy and Miss Mary Armstrong.

Mrs. Hugh Mackay gave a beautiful arranged luncheon at her residence, Hothway, on Tuesday in honor of Mrs. Harris of Portland, Maine. In the central decoration of the table was a composition of pussy willows, roses and daffodils. Covers were laid for tea guests.

It is of interest to the many friends of Mr. and Mrs. Percy W. Thomson, that in recent letters to relatives in St. John they signified their intention of flying from Paris to London on Saturday last, March 25th.

Mrs. J. E. Petrie was the hostess at an enjoyable bridge of six tables at her residence Wright street on Tuesday evening. The winners of the prizes, for those holding the highest scores were Mrs. Francis, and Miss Murray Olive. Among those present were Mrs. A. P. Patterson, Mrs. Murray Olive, Mrs. Francis, Mrs. Leon Keith, Mrs. George Smith, Mrs. A. B. Massey, Mrs. Doris Massey, Mrs. E. Williams, Mrs. Fraser Gregory, Mrs. George Blison, Mrs. Harry Stenhouse, Mrs. McMillan Mrs. W. W. Mrs. Henry Page, Mrs. Corrie, Mrs. Norman Crocker, Mrs. Frank Williams, Mrs. Clifford Williams, Mrs. Mackenzie Mrs. R. I. Robinson, Mrs. R. S. Sims, and Mrs. G. C. McIntyre.

Representations of membership to the Standard Church, held Monday afternoon at the home of Mrs. E. D. Walker, King Street West. Mrs. Angus who organized the society also was present, and whose home was in Mon-

real, is in the city, visiting her parents, Mr. and Mrs. John A. McAvity and she was cordially welcomed by her former associates. Mrs. Robert A. Watson, the president of the society, made the presentation.

The executive of the Women's Canadian Club Monday made arrangements for the visit of Mrs. E. R. Suter, wife of Dr. Suter, Woodstock, who will address the club this evening and arrange to have Miss Helen McAvity of St. Andrews address the members of the club. Mrs. Suter while in the city is the guest of Mrs. H. A. Powell, Queen Square.

The members of Trinity Young People's Club on Monday evening enjoyed an illustrated travelogue, descriptive of a tour through England, Scotland, Sweden and Denmark, just before the outbreak of war, given by Miss Minnie Travia. Rev. Canon R. A. Armstrong extended the thanks of all present to Miss Travia, Rev. A. H. Gabriel was in the chair. Refreshments were served at the close of a very interesting programme.

Mrs. Ambrose, who has been the guest of Mrs. George K. McLean, Wellington Row, expected to leave today for Halifax. Mrs. McLean entertained a few friends very informally on Thursday evening in honor of her guest.

Mrs. R. L. Harrison who has been a visitor in Ottawa for three weeks is expected home today.

Mrs. Archibald Tappay entertained at a very delightful children's party at her residence, Douglas Avenue, yesterday afternoon, in honor of Miss Margaret and Master Lowell Tappay.

Mrs. Frederick M. Keator entertained informally at the tea hour on Thursday afternoon at her residence, Germain street. Mrs. Hugh Bruce presided at the prettily arranged table, which had in the centre a bowl of spring flowers.

The Ladies' Aid of St. Andrew's Church held a last social gathering at the home of Mrs. Frank Rankine, Germain street, on Monday afternoon. The hostesses were Mrs. Reginald Chipman, Mrs. J. B. Magee, Mrs. Frank H. White and Miss Homer.

Mrs. Delishah entertained a few friends informally at the tea hour on Thursday at the Sign of the Lantern tea room in honor of Mrs. Sutor-Sutton of Montreal.

Friends in St. John are extending congratulations to Mr. and Mrs. Blake McInerney on the arrival of a little daughter at their home in St. John's, Newfoundland, on Wednesday.

The bridge club met at the residence of Mr. and Mrs. Reginald Wright on Monday evening. Prizes were won by Mrs. Coll, Minto, and Mrs. Ronald McAvity.

The regular tea was served at the Garrison Badminton Club at the Army on Saturday, and was enjoyed by a large number of members. A friendly tournament, in which all members of the club are entered, was played on several of the courts. At the tea hour Mrs. Jas. H. Frink and Miss Travia served tea and coffee. On Wednesday afternoon Mrs. W. H. Harrison presided at the table.

Mrs. T. William Barnes, who has spent several months in Edmonton, Alberta, returned to the city on Tuesday and is a guest at Miss Britton's 148 Gormley street.

M. Gordon, M. C. D. S. O., has been selected as assistant minister to the Rev. Dr. Duncan, of the Church of St. Andrew and St. Paul, in succession to the Rev. John L. McInnis, lately called to Owen Sound, and on Wednesday night the newcomers will be the guest of the Men's Club of St. Andrew and St. Paul at a supper to be held in the Church Hall, General W. O. H. Dadds, C. M. G., will preside. (Rev. Mr. Gordon is a nephew of Mrs. Geo. F. Smith of this city.)

Mr. and Mrs. Richard O'Brien arrived home on Monday from a trip to the West Indies.

Mr. and Mrs. Albert Brown left on Monday for Montreal and Toronto.

Mrs. W. A. Clark and little son left yesterday for Campbellton to visit Mrs. Clark's parents, Judge and Mrs. McLauchey.

Mrs. James McAvity's many friends are glad to know she is convalescing at her residence, Carvell Hall Apartments, after her recent illness.

Mrs. Willard, who has spent the winter months at the Sign of the Lantern Hotel, Princess street, left for Quebec this week.

Mrs. Sutor-Sutton, of Montreal, is the guest of Mrs. Frank S. White, Prince William street.

Mrs. Walter E. Foster spent this week in Fredericton, a guest at the Queen Hotel.

Mrs. Geo. F. Smith, of St. John, is visiting her daughter, Mrs. Norman Guthrie, at Ottawa.

Mrs. C. E. L. Jarvis received word this week of the death of Mrs. Mesham, widow of Mr. Chas. Mesham, at Woodside Lodge, Aspley Guise, Bedfordshire, England, on March 25th. The many friends of Mrs. John and in Fredericton, where she formerly resided. The deceased lady is a sister of the late Mr. C. E. L. Jarvis.

News of the death at Ottawa on March 25th, of Mrs. George Herbert Flood, was heard by many old friends in St. John with sincere regret, and the bereaved sisters sympathy is extended.

By the death of Mr. Daniel James Seely, which took place on Tuesday evening, St. John lost one of its most prominent citizens, and to the bereaved the sympathy of a wide circle of friends is extended.

MONCTON

The Moncton Curling Club held a most successful evening to their annual meeting on Monday night. Eighty members were present. Cards were played the first part of the evening, then an excellent supper was served, after which an enjoyable time was spent in songs, speeches, etc. Present were B. Triton, president.

There was an exceptionally large attendance at the weekly dance, held under the auspices of the Lt. Col. Boyd Anderson Chapter, I. O. O. E., at the new Prichan Hall.

Mrs. Richard O'Leary, of Richbuck, accompanied by her daughters, Misses Kathleen and Elsie, returned this week from a trip to New York. The many friends of Mrs. C. W. Robinson are glad to hear she is quickly recovering from her illness in Toronto.

Major George O. Price returned this week from St. John and Fredericton, where he has been taking a special military course.

Hon. P. G. Mahoney was a guest in the city this week. A very bright and pretty Violet Tea was given at the residence of Mrs. O. B. Price, Highfield street, on Friday afternoon, for the benefit of the W. C. A. The table decorations were most attractive. Long mauve candles, the many friends of Mrs. C. W. Robinson are glad to hear she is quickly recovering from her illness in Toronto.

Mrs. Leslie Peters entertained a few friends very informally at the tea hour on Tuesday, in honor of Mrs. Dugal of Barrie, Ontario.

Mrs. Frederick A. Foster entertained a number of young people at a delightful party from five to nine o'clock on Tuesday, in honor of the birthday of Miss Ruth Foster. At the tea hour the table was artistically decorated and attractive and original place cards, the work of Miss Eleanor Foster, marked the places of the guests.

Many St. John friends regretted to hear of the illness of Mrs. Duffus at Halifax, but wish for her a speedy recovery.

Dr. L. Abramson entertained several specialists who are in the city in the interests of the St. John Society for the Prevention of Tuberculosis, at dinner at Mrs. Coster's residence on Thursday evening. Included among the guests were Dr. A. F. Miller, Dr. D. A. Carmichael, Dr. B. A. Craig and Dr. T. M. Stenlewicz.

Mrs. Clarence Coll, of Minto, was the guest last week-end of Mr. and Mrs. G. L. Short, Cedar Grove Crescent.

Mr. and Mrs. James McMurray are receiving the congratulations of their many friends on the arrival of a little daughter on Monday, March 27th.

Mr. and Mrs. Harold D. Payson have rented the cottage at Hothway formerly occupied by Miss Hooper and expect to occupy it about the middle of April.

Miss Alice Schofield spent this week in Hampton, a guest at the Wayside Inn.

The following from the Montreal Gazette is of interest: "The Rev. A.

"Danderine"
Grows Thick, Heavy Hair
35-cent Bottle Ends all Dandruff,
Stops Hair Coming Out



Ten minutes after using Danderine you can not find a single trace of dandruff or falling hair and your scalp will not itch, but what will please you most will be after a few weeks use, when you see new hair, fine and downy at first—yes—but really new hair—growing all over the scalp. Danderine is the hair wash that fresh showers of rain and sunshine are to vegetation. It goes right to the roots, invigorates and strengthens them, helping the hair to grow long, strong and luxuriant. One application of Danderine makes this, luscious, colorless hair look youthfully bright, and just twice as abundant.

Shannon, Prize winner, Mrs. G. P. Worsley.

The Wednesday Afternoon Bridge Club met at the residence of Mrs. E. B. Chandler, Prize winner, Mrs. R. Gage.

The Young Married People's Bridge Club met at the residence of Mr. and Mrs. George. Prize winners were: Miss Holly Lounsbury and Mr. C. Gilmore.

The Monday Night Bridge Club met at the residence of Mrs. G. O. McSweeney. The club was entertained by Mrs. B. Triton. The prize winner was Miss Hazel Taylor.

Mr. and Mrs. George Lutz are leaving Moncton to take up their residence in Bathurst. This very popular young couple will be greatly missed in Moncton.

Mrs. T. B. Chapman was hostess on Friday evening at her residence, Church street, to four tables of bridge. The guests were: Mrs. B. F. Reade, Mrs. J. H. Brown, Mrs. Frank O'Rourke, Mrs. E. H. Cunningham, Mrs. Charles Lea, Mrs. Edgar Robertson, Mrs. M. Meagher, Mr. Alex. Crichon, Mrs. W. G. K. Parlee, Mrs. J. O'Neill, Mrs. L. H. Price, Mrs. L. Morrill, Mrs. J. McD. Cooke, Miss Mable Hunter, Miss Daisy Waldon, Miss Alice Bourque. Prize winners were: Mrs. B. F. Reade, Mrs. Frank Bourque.

CAMPBELLTON

Campbellton, N. B., March 31—Mr. Percy Carter left on Tuesday evening for Winnipeg, after spending the past few months at his home here.

Mr. W. J. Howard spent the week-end in Moncton.

Mr. and Mrs. W. G. Mott spent a few days in Montreal this week.

Miss Irene Utkan, R. N., left this week for Boston, where she will resume her duties as nurse, after spending several weeks in Jacques River, the guest of her sister, Mrs. Paul Doyle.

Mr. and Mrs. Joseph Duncan are

ANNOUNCEMENT

Mr. and Mrs. W. T. Chestnut are spending a few days in New York.

Miss Dorothy Phillips entertained about thirty members of the fresh-bread club on Friday evening at her home on King street and at the home of Mrs. W. E. Bladen, where dancing was enjoyed after which a delicious supper was served.

The Misses Dorothy and May Henderson and Miss M. Tipton of Minto were visitors in the city on Saturday.

Mrs. A. E. Kilburn entertained at a dinner party on Friday last at her home on George street covers were laid for twelve.

Sheriff and Mrs. J. B. Hawthorne left on Saturday for New York where they will spend ten days.

Mrs. Pugsley was at home to about one hundred guests on Friday last at Government House from 4 to 6 o'clock. Mrs. Pugsley who was beautifully gowned in navy blue canton crepe with silver embroidery received her guests in the drawing room which was decorated with yellow daffodils.

Mrs. T. C. Allen in a gown of black canton crepe with fringe trimmings and black hat and Mrs. John Richardson in daintily lace over satin, and black hat presided over the dainty tea table which was centered with yellow and mauve daffodils, and was assisted in serving by the Misses Frances Hawthorne, Jean Hodge, Mary Smithers, Margaret Hall, Helen Morrison and Kathleen Taylor.

Mrs. Pugsley entertained at a small dinner party on Friday evening of six covers. The table was decorated with yellow daffodils and those at the table were Mrs. Pugsley, Mrs. H. W. Dumas, Mrs. Cyril Burt, Mr. and Mrs. W. C. Burt and Mrs. F. M. MacMurray.

Mrs. John English of South Nelson who has been the guest of her daughter Mrs. George Walker, Westmoreland street, had returned home.

Miss Virginia Hetherington of

Children's Barber Shop, 4th Floor.

QUITE DEBONAIR ARE THE NEW Spring Suits



There are the sturdy mannish suits of tweeds and homespuns in Norfolk, Semi-Tailored and Tuxedo styles, in brilliant colorings that are giving the staid navys and greys decided competition. Prices \$18 to \$40

Then there are clever developments of Tricotines, Gabardines, Serges and kindred fabrics that present the ever popular navy in many new guises; unbelted and belted models, straight or youthfully flared, with fine self-finishings, handsome embroidery and braiding. A wide selection is offered for those who prefer the semi-tailored or tailored types. Priced \$25 to \$30

BLOUSES, GLOVES, HOSIERY, LINGERIE are all here in gorgeous Easter displays.

Women's Shop—3rd Floor.

OAK HALL - SCOVIL BROS., Ltd. KING STREET

Codey's is spending a few days in the city. Word has been received of the arrival of a baby daughter at the home of Mr. and Mrs. A. G. Loughhead, Toronto. Mrs. Loughhead was formerly Miss Helen Vanward of this city.

Miss Dora Matheson of Charlottetown, P. E. I., is the guest of Miss Myrtle Scott.

Judge A. R. Shipp, has returned from a six weeks' holiday, which was spent in the West Indies.

Mrs. William Wilson of Moose Jaw, Sask., is the guest of Mrs. C. H. Marshall, Westmorland street.

Mrs. J. W. Grew and Miss Rita Grew have returned from New York where they have been spending several weeks.

Miss Jean McGorman is employing at the Model School during the illness of Miss Harvey, one of the teachers. Miss McGorman is a graduate of the University of New Brunswick, 1917 class.

Mr. and Mrs. W. H. Gray spent Sunday in Bathurst.

A number of friends of Miss Miriam White tendered her a surprise on Friday evening last.

Mr. L. G. Trempe, manager of the local branch of the Provincial Bank, has been transferred to Moncton. Mr. Bourque, of Montreal, is taking his place.

Mr. Reginald Henry was in Moncton last week.

Miss Irene Mann left on Tuesday evening for New Hampshire, where she will enter a hospital as nurse-in-training.

Mrs. James McDonald and little niece, Miss Frances Snow, were in Truro, N. S., on Wednesday of this week attending the McDonald-Humble wedding.

Mrs. James B. Keenan of Halifax, is visiting at her home here, owing to the illness of her mother, Mrs. U. G. Keenan.

Mr. and Mrs. H. B. Anselow and son Alexander have returned from a visit to Fredericton.

A number of friends of Mr. Horace Jardine tendered him a pleasant surprise party on Thursday evening at his home on Roseberry street. Among those present were: Misses Dorothy Mowat, Margaret Smith, Georgina Smith, Marion Baird, Glesora McCullum, Mrs. Alex. Gillis, Geraldine Myers, Irene Anthony, Ida Andrew, Myrtle McKenzie, James Smith, Taylor Adams, Sydney Priddle, Grant McBeath, John Rickie and Arnold Jardine.

Mr. Arthur L. Vermate, of Mansfield, Mass., is visiting at his home here.

Mr. P. G. McFarlane, school inspector, who has been in town for the past few weeks, was called home owing to the illness of his mother.

The many friends of W. H. Coffey will be pleased to learn that he is making rapid recovery from a serious operation in the Western Hospital, Montreal.

ANDOVER

Andover March 30—Mr. Herbert Baird spent a few days of the past week in Fredericton.

Mrs. Alexander Stevenson entertained St. James' W. A. on Friday evening. The ladies intend holding a sale of fancy articles and afternoon tea on April 7 at Masonic Hall.

Mr. Harry Wade was in Fredericton recently.

Mrs. James McCall entertained very pleasantly at a ladies' bridge on Friday at noon.

Mrs. William Gaunce, Upper Kent, is spending some time with Mrs. Harry Tibbits. His many friends regret to learn of the illness of Mr. Tibbits.

Mrs. F. Harvey and son, Dick, who

have spent the winter at Merrill, have returned to their home here.

Mrs. J. N. Turner, manager of the N. B. Telephone Co., spent part of the week at Grand Falls.

Mr. John Curry left on Monday for Glendene, Que., after several weeks' visit with his family here.

Mr. John Niles was host at the dinner hour on Monday evening to several gentlemen.

Mrs. Orin Davis, of Grand Falls, and Mrs. Jack Andrews, of Halifax, were visiting friends here on Tuesday and Wednesday.

Mrs. Sady MacLary returned to Estcourt, Quebec, on Monday.

Mrs. John Ogilvy and her guest, Mrs. Hugh Ashford, of St. John, are guests of Mrs. Herbert Baird for a few days.

Mr. John Anderson came from the Barony on Tuesday to spend a week with Mr. Harry Tibbits and family.

Mrs. Willard Moore and son, LeBaron, of St. John, are visiting her parents, Mr. and Mrs. H. B. Murphy.

Mrs. S. P. Waite went to Hamilton on Wednesday to visit Mrs. Rupert Ervin.

Mrs. Edward Waugh and Dorothy Waugh returned home on Wednesday after having spent the winter at Five Fingers, Quebec.

Mr. R. T. Lowers entertained a few gentlemen friends on Tuesday evening.

On Tuesday evening Mrs. Herbert Baird was hostess at a dinner in honor of her guests, Mrs. Ogilvy, of Kilmuir, and Mrs. Ashford, of St. John.

Miss Janet Curry won the evening's prize.

The Round Table Literary Club enjoyed a candy night on Thursday evening, when they were entertained by Mrs. Lowers.

A social hour was enjoyed, during which Miss Maud MacLary and Miss George Grimmer rendered several delightfully enjoyable vocal solos, and Miss Betty Coleman gave a very entertaining and amusing reading. Ice cream and cake were served at the close of the programme. The guests were served by Misses Elizabeth Wilson, Etta DeWolfe, Eleanor DeWolfe, Emma Veasey, Helen Garcelon, and Etta Veasey.

ST. STEPHEN

St. Stephen, March 30—Miss Louise Curran is confined to her home on River Street, with a severe attack of gripes.

Miss Amy Dawson of Sussex, is the guest of Mrs. Ronald G. Bennett.

Mr. and Mrs. Seth Fickett of Milltown, N. B., are being congratulated on the birth of a son at Chipman Memorial Hospital on Thursday, March 29th.

Mrs. Knight of St. John, is the guest of Miss Kaye Cockburn at her home on Mirika street.

Mr. Leroy B. Hill left on Saturday for Montreal to attend the Graduation of his daughter, Miss Kathleen Hill, from the Royal Victoria College. Mr. Hill expects to visit New York before his return.

Many friends of Venarable Archdeacon Newsham are glad to see him out again after his severe attack of grippe.

Mr. John Black, accompanied by his daughter, Miss Margaret Black, left on Saturday for Montreal, where he will enter a hospital for medical treatment.

Mrs. Jewett, who was a recent guest of Mrs. Allan McLean, has returned to her home at Oak Hill.

Mrs. Everett Haddock and her young granddaughter, Bernice, expect to leave on Saturday for Washington, D. C., where they will be guests of Mrs. Haddock's son, Douglas.

Rep. Canon Moore of Toronto, Ont., is a visitor in town, called here by the serious illness of his son, Henry H. Moore at Chipman Memorial Hospital.

The Sisters' Club of Christ Church met on Wednesday evening of this week, with Miss Mary Abbott at her home on Prince Wm. street.

Mrs. B. L. Harris of Boston, Mass., visited friends and relatives in Calais over the week-end.

Mr. and Mrs. James Clarke are receiving congratulations on the birth of a son on Sunday, March 26th, at their home on Elm street.

Miss Alma McCormack and Miss Alice McCormack expect to arrive home from Boston on Friday for the Easter vacation.

Rev. P. G. Cotton's many friends are glad to learn that he is out and about again after his recent attack of grippe, but regret that Mrs. Cotton is still quite ill.

Mrs. Allan McLean is the guest of her home on Elm street.

Mr. and Mrs. Hasen Marker of Calais, are being congratulated on the birth of a baby girl at Chipman Memorial Hospital on Thursday, March 29th.

The Women's Canadian Club held its annual meeting in the Town Council Chamber on Thursday evening, March 30th, presided by Mrs. H. J. Gordon in the chair. Very comprehensive and encouraging reports were read by the treasurer, the secretary and the chairman of the various committees of the Club. On Mrs. Gordon's retiring from the chair, a very hearty vote of thanks was extended to her for her splendid and efficient work for the Club and her untiring efforts for its betterment and extension during her two years of office. Miss Gordon found it impossible to continue in the office which she has held so graciously and successfully. Miss Branscombe, as chairman of the nominating committee, then took the chair and the following officers were elected: Mrs. E. V. Sullivan, president; Mrs. Walter DeWolfe, 1st vice-president; Mrs. Charles E. Casey, 2nd vice-president; Miss Hazel Polley, treasurer; Miss Katherine Thornton, secretary; Miss Mary Henderson, 1st reader; Mrs. H. J. Gordon, 2nd reader; Mrs. H. J. Gordon, 3rd reader; Mrs. Walter DeWolfe, 4th reader; Mrs. Elwell DeWolfe, 5th reader; Mrs. Charles E. Casey, 6th reader; Mrs. Allen McDonald, 7th reader; Mrs. Helen DeWolfe, 8th reader; Mrs. S. D. Granville, Miss A. L. Fitzmaurice and Miss Rent. After the business of the evening was transacted a social hour was enjoyed, during which Miss Maud MacLary and Miss George Grimmer rendered several delightfully enjoyable vocal solos, and Miss Betty Coleman gave a very entertaining and amusing reading. Ice cream and cake were served at the close of the programme. The guests were served by Misses Elizabeth Wilson, Etta DeWolfe, Eleanor DeWolfe, Emma Veasey, Helen Garcelon, and Etta Veasey.

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St. Stephen, March 30.—Miss Louise... Mrs. Knight of St. John, is the... Mrs. Knight of St. John, is the...

ROTHESAY

Rothsay, N. B., March 31.—Rev. W. B. Waddington, rector of Hammond... Bishop Richardson, of Fredericton...

SACKVILLE

Sackville, March 30.—Mr. F. T. Tingey arrived home the last of the... Mrs. Fred Turner, who has been...

DON'T NEGLECT BRONCHITIS

The principal symptom of bronchitis is a cough which is dry, harsh and hacking, accompanied by rapid wheezing...

DR. WOOD'S NORWAY PINE SYRUP

You will find a remedy that will stimulate the weakened bronchial organs, subside the inflammation, soothe the irritated parts...

HARTLAND

Hartland, N. B., March 31.—Dr. Wade of Fredericton, who is the district health inspector for this district...

SHEDIAC

Shediac, N. B., March 31.—Dr. Clarence Webster gave his very interesting lecture on "General Wound" in the evening of last week...

Blood-Cleansing, Appetite-Making Strength-Giving

Are the Effects You Naturally Want from Your Spring Medicine? Hood's Sarsaparilla restores the blood and purifies the system...

Hood's Sarsaparilla

PURIFIES, VITALIZES AND ENRICHES THE BLOOD.

proved in health, and is now able to sit up. Mrs. S. L. Lyndt spent the week-end in Calais...

congratulations are being extended to Mr. and Mrs. Murray Allen on the birth of a daughter on Saturday...

The members of the Saturday night bridge met last week with Mrs. Harold Ellis...

Mrs. W. W. Stewart of Rothsay, was a week-end guest of Mrs. H. H. Woodworth...

WOODSTOCK

Woodstock, March 30.—Mrs. R. F. Hoycock and Mrs. F. M. Boyd visited friends in Calais this week...

JACKSONVILLE

Jacksonville, March 30.—A wedding of interest was solemnized at the home of Mr. and Mrs. William Nelson...

Mr. and Mrs. Charles D. Jordan announce the engagement of their niece, Edith Louise McRobert...

Mr. and Mrs. James Clarke are receiving congratulations on the birth of a son on Sunday, March 26th...

The young people's dancing classes are being greatly enjoyed. The little ones met last Friday afternoon...

Senator Black arrived home from Ottawa the last of the week. Mrs. Harry Cattan and Miss Marjorie Cattan of Amherst...

ST. GEORGE

St. George, N. B., March 31.—Miss Mae Epps returned from Alliston, Mass., on Tuesday and in the guest of Mr. and Mrs. Harry Epps...

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CORNS Lift Off with Fingers. Don't hurt a bit! Drop a little "Fingers" on an aching corn, instantly that corn stops hurting...

Bread for Sandwiches or Toast if made from REGAL FLOUR always assures the success of an "afternoon tea". HOTEL ST. JAMES TISSED SQUARE, NEW YORK CITY

A Regular Saturday Page for the Kiddies

Answers to Letters

HARRY—Glad to hear from you and to learn that you are attending school regularly. The matter of the robins are appearing in large numbers is a sure sign that spring is here.

MILDRED W.—Glad to hear from you once more and to learn that you are doing so well at school and that you like looking after your nestles.

AGATHA—First of all, I wish to thank you most kindly for the beautiful Easter card you sent me; it was indeed very thoughtful on your part, and most appreciative on my part, for it was very lovely.

GRACE S.—It is nice to hear that you have learned your school lessons first before you thought of writing to me, for it shows that you do not forget your school.

MILDRED—Thank you for asking about my health; it is fairly well, it is nice to learn that baby is cutting teeth; but I trust that when you move away that you will be more happy, and of course you will not forget to write to Uncle Dick and give me your new address.

GRACE—"Jean's visit to the Fairies" will not be published until next week, as we are so busy this week. It is a good story and "Babs" will understand that next week will do.

Why Billy Gopher Never Stops To Hunt His Food

Daddy Mole had been watching the new neighbor for some time. The little workman had hardly stopped long enough for a breath of air, and Daddy Mole couldn't see how he could work so steadily without stopping.

"I know it," said Mamma Mole, when Daddy Mole told her about their new neighbor. "I know it. I watched to see if he stopped to get any dinner, and believe me or not, that worker hasn't laid down his spade one second all day."

Carl Unravels The Mystery

By GRACE DAVENPORT Member of Children's Corner.

(Continued from last Saturday.)

Mabel, who did not want anything to happen to her cousin, said that for company, she would go as far as the Old Bridge.

Carl then ran to the house and returned with a small flashlight and some matches to take with him and with these the three children set off.

"And to think that you girls have lived around here all that time, and have never even come near the bridge, say, what a lot of scared creatures girls are," he said, teasingly.

"Oh, well, returned Nellie, you are not the only brave person there is in the world, and more folks than you, have been scared to go around that old place."

"Hark!" whispered Mabel, "what is that noise?" It sounds like some one groaning. They stood still and listened. The girls could feel their hearts beating quickly. But Carl, who did not seem to be afraid of anything, stepped forward and listened attentively and beckoning the girls to follow him, he went forward to investigate.

The girls looked relieved, and they all started forward once more, they had quit a hard time getting across the old bridge, at last they reached the "terrific" on the other side.

The girls would gladly have gone back if they could. The place looked wild and desolate to them, for they had never been there before in their lives.

Farmer Brown's Boy Finds Things



CHILDREN'S CORNER

Farmer Brown's Boy Finds Things

An honest trade makes both sides glad. An unfair trade is always bad. Farmer Brown's Boy.

The second night Farmer Brown's boy spent in the sugar house he did his best to keep awake. He wasn't afraid. No, sir, he wasn't afraid. But he did want to find out who was coming in that sugar house in the night and stealing things.

But a boy who has worked hard all day, as Farmer Brown's boy had worked, cannot long keep awake when night comes. And it was only a few moments after he lay down before Farmer Brown's boy was fast asleep.

All that day as he went about his work, collecting the sap from the maple trees, cutting wood for a fire, and doing all the other things that have to be done around a sugar house when sugar and syrup are being made, he kept puzzling over the queer things that had happened in the night.

A Kind Deed Never Goes Unrewarded

If there was one thing Doty did love it was to be able to run out and play when it was raining. So, putting on her raincoat and rubbers, she hurried out of the house and down the walk to the garden, laughing as she went.

"Oh, I just love this kind of weather!" she laughed out loud when a tiny voice sounded at her feet, and Doty looked down to see a crowd of tiny black ants running back and forth all at all excited.

"What shall we do?" several of them cried. "It will ruin everything we have." Just then a big black ant, much larger than the others, came out from the ant hill and looked around at her family.

"Well, my children," she said, trying to keep back the tears, "there's nothing to be done but to go inside of our anthill and wait to see what will happen. But, my goodness—!" She stopped short on seeing Doty. "Hush! Be careful, there's a girl!"

Difference Between Mr. and Mrs. Coon

Mr. Coon poked her head out of the doorway of her home. "What was that?" she said to Mr. Coon, who was comfortably reading by the fire.

"I don't know," he replied. "I saw or saw any one as inquisitive as you are. Some day you will be too curious and pay for it. See what I tell you."

Mrs. Coon was curious, and so was all her race. This she well knew. But she also knew that her husband was the most curious of raccoons.

"I must see what that is," said Mr. Coon, reaching for his cap. "Better not be too curious," said his wife. But Mr. Coon had forgotten what she said earlier in the evening.

Unfortunate Explanation

Motto: Kindly Deeds Make Happy

Why Mr. Rabbit Laughed

Mr. Rabbit tumbled into his house, picking himself up, he closed and locked the door; then he rolled over on the floor and laughed and laughed until he could no longer say more.

A Wonderful Helper

"Look at that curious creature peeping through the grass at me," said Dicky, as he and Happy Giggle, the elfin from Makobelleland, played in the meadows.

Lions Have Captured the Fine Complete List of Prize Win Standings.

The City Bowling League has just completed its 1921-22 schedule of Bowls, and the Lions, last year's winners, are again the champions.

Hockey At Boston Was Most Peculiar

Picked Up Team from Toronto Lost to Westminster—Sightseers Were Deafened.

Mellon Prods Ford on Gift of \$29,000,000

Asks Him to Disclose How He Gave War Profits to Treasury.

"But how did you escape?" asked Mrs. Rabbit, her nose all a-tremble. "Did you lead them to the briars?"

"No, I did not lead them anywhere," replied Mr. Rabbit, who had stopped laughing now. "I will tell you about it. You see, I have been running about a good deal down in the meadow by the berry bushes and I chased around and around in a circle nibbling here and there. Well, this morning I happened to be sitting quite still under an overhanging rock when along came two dogs. I didn't run, for I thought they would not see me if I sat very quiet, and they didn't see me."

"Pretty soon they came to the berry patch, and you should have seen them. They caught the scent of my steps and around and around they went, never raising their foolish heads to look about, but keeping their noses close to the ground."

"There I was, not far off, watching them, and when I thought it was time to run I hopped past them so close that I could almost pull their tails," and over rolled Mr. Rabbit on the floor again, laughing fit to split his sides when he thought how funny it was.

This Real Gasoline Auto for Boys and Girls \$150.00 other Prizes SOLVE THIS PUZZLE

"No one-door will do, my dear. I can't keep watch of two."

"And little Mrs. Rabbit knew there was no use arguing with her husband; he was too stupid to understand that if there were two doors to their home, and Mr. Dog came to one side while he was digging to get in."

But they were safe that time, for the two dogs did not find them, and if no Mr. Dog had found them it is hard enough to get in one, answered Mr. Rabbit, who did not seem to be as smart as his wife.

"I know it," laughed Mamma Ant, for it was the very same family Dicky had helped the day before. "I know that some day you will be able to show our appreciation for your kindness to us, but I didn't dream our chance would come so soon. Now you just sit down and we'll find you many for you."

What Others Have Done You Can Do

Man is jumped to another tree and by the time Mr. Man came with a long pole to poke him out of the tree limb Mr. Coon was some distance from where Mr. Dog thought he had him trapped.

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THE STANDARD'S SPORTING SECTION

THE CITY BOWLING LEAGUE HAS JUST COMPLETED ITS SCHEDULE

Lions Have Captured the Fine Shield Again This Season—Complete List of Prize Winners, Team and Players' Standings.

The City Bowling League has just completed its 1921-22 schedule on Monday night, and the Lions, last year's winners, are again the champions.

During the season just passed, the league has received from Commissioner John Thornton, who has been for years a staunch supporter of the City League, a beautiful emblematic silver shield mounted on mahogany, on which is engraved past City League Champions as follows:

1914-15 Ramblers.
1915-16 Sweeps.
1917-18 Ramblers.
1918-19 Pilots.
1919-20 Ramblers.
1920-21 Lions.

and now the Lions have duplicated their 1920-21 performance and have captured the very fine individual cups.

The first for second place for some time has been very keen and the result in doubt until the last game, but the Nationals succeeded in winning this position and will also receive individual cups.

A. W. Covey of the Ramblers is the high average bowler of the league with the fine average of 87.39-69, having completed in 90 series 21 games, and is the winner of the Hon. J. B. M. Baster's prize.

Bruce Winchester of the Nationals received the prize for this position, donated by F. C. Beatey.

T. L. Wilson of the Lions finished third with 86.49-63 and is the winner of a prize donated by H. W. Parfies.

Joe Harrington of the Lions will receive through the kindness of Major R. A. McAvity, a prize for having had the highest average, irrespective of percentage of games, rolled 300 had the very variable average of 87.46-46 but could not participate in regular league prizes, as he had not bowled the necessary 75 per cent of the scheduled games.

Thomas Jenkins, Sweeps, won the high three with 352 and Allan Beatey, Ramblers, rolled 142 for the high single string and both will receive league prizes, as customary.

Plans are now under way for a banquet to be held in the near future.

The Trojans and Moncton are to meet tonight on the Y. M. C. I. floor in what some basketball fans are anticipating will be the game of the season. The Monctonians were defeated by the Trojans in a game played here early in the season, but since then have made considerable progress in their style of playing, so much so, that one of the Moncton papers recently took exception to either of the two leading St. John senior teams claiming the provincial or Maritime championships without first playing off for the title with Moncton.

The basis of their argument doubtless arose from the fact that the Moncton team recently defeated the "Truro" team which had defeated the St. George's, champions of the Halifax City basketball league.

It is said that the Monctonians are quite firm in their contention, so much so that considerable money has been offered as to the outcome of this evening's game. The Trojans' supporters however, are quite confident of the superior ability of their own team.

In addition to the attractive senior event, a preliminary game is to be played between the Y. M. C. I. Outlaws and the Y. M. C. I. Intermediates, who are keen rivals for junior honors in basketball circles at the Y. M. C. I.

League Standing

Team	Won	Lost	P.C.
Lions	63	31	630
Nationals	43	41	611
Ramblers	40	44	476
Sweeps	32	52	285

Total Pin Fall and Game Average.

Lions	29607	1410
Ramblers	29445	1402
Nationals	28261	1399
Sweeps	29078	1384

Names, number of strings rolled and averages of men bowling 6 games or over:

J. Harrington, Lions	15	97-43-46
A. W. Covey, Ramb.	20	97-39-60
B. Winchester, Nat.	10	96-43-48
T. L. Wilson, Lions	21	96-49-63
M. Gartin, Lions	13	96-28-57
W. Riley, Ramb.	20	96-16-60
A. Beatey, Ramb.	20	95-31-60
T. Jenkins, Sweeps	19	94-13-57
A. Copp, Sweeps	19	94-15-57
A. Bailey, Nat.	17	94-1-51
F. Thurston, Nat.	17	93-31-51
G. Maxwell, Lions	21	93-31-63
H. Sullivan, Sweeps	13	93-1-59
H. Garnett, Sweeps	18	92-42-54
D. Feehly, Sweeps	19	92-37-57
Quinn, Nat.	17	91-13-51
L. Ward, Nat.	17	90-36-51
H. Appleby, Nat.	18	90-38-54
E. Cooper, Ramb.	13	90-31-54
H. Helyea, Ramb.	20	90-46-63
G. Henderson, Lions	18	88-36-54
A. Harrison, Sweeps	9	88-30-57

Ardent Angler Springs New One

A local dentist, who is also an ardent angler, has determined that one of the "big ones" are going to get away from him, while he fishes the favorite lake while he fishes the other. From time to time he will center with the child of his genius as to his respective luck and to change "bait."

Gentle Sarcasm At The Expense Of Americans

London, March 29.—The reception accorded in America to Mrs. Margot Asquith and other English lecturers this winter, has prompted some gloomy remarks by the London Star, which says that "if Mrs. Asquith had lived in England Mrs. Woodrow Wilson would have known about her."

Mrs. Asquith's failure to identify Mrs. Asquith evoked pointed remarks from the New York correspondent of the London Star, who says that "if Mrs. Asquith had lived in England Mrs. Woodrow Wilson would have known about her."

Of the audiences, the Star correspondent says the least of reading books for themselves they learn by ear. "The results must be shallow," he adds; "but at least means that in a very real sense this whole nation leaves school."

He calls the United States the "clover land" for English lecturers, saying that agents there have done an excellent wholesale trade in Philip Gibbs, who usually comes to America with some new European country in his pocket as a rule raised, broadly speaking, by the Big Four. Ladies listen to him with rapt attention and unwrapped shoulders. It is generally believed that he is the only Knight of the Garter too modest to wear it.

"Oliver" looks like the smartest of all visitors for he talked not only about the old world and the new world but about the next world on which he wandered, therefore, he found the streets paved with gold.

G. H. Chesterton was referred to by the correspondent as "our highest conglomeration," and John Galsworthy was reported as quietly meandering among universities, while H. G. Wells was credited with a certain sentimentality which restrained him from undue mixing.

Trojans Meet Moncton Tonight

Y. M. C. I. Floor Will Be Battleground for Real Basketball Match.

The Trojans and Moncton are to meet tonight on the Y. M. C. I. floor in what some basketball fans are anticipating will be the game of the season. The Monctonians were defeated by the Trojans in a game played here early in the season, but since then have made considerable progress in their style of playing, so much so, that one of the Moncton papers recently took exception to either of the two leading St. John senior teams claiming the provincial or Maritime championships without first playing off for the title with Moncton.

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St. John High Are The Real Champions

Local Basketball Players Took Halifax Academy Into Camp 34 to 31.

Special to The Standard.

Wolville, N. S., March 31.—St. John High won the Maritime Intercollegiate Championship by defeating Halifax County Academy 34 to 31, in the Acadia Memorial Gymnasium here tonight.

The game was close and exciting throughout. There were never more than six points difference between the scores. St. John had a slight edge in shooting, while in combination the teams were about equal. The Halifax guards perhaps played a slightly steadier game than their opponents.

Halifax started off with a rush and soon rolled up a lead of four points. Potter, of St. John, started their scoring with two fouls and then St. John began to find the basket. Close guarding kept the score down for a time, but towards the end of the period the combination of the St. John boys began to show results. Two minutes before the end of the first period, Fraser of St. John, was forced to retire because of a blow in the face, and Williams substituted. The period ended 19 to 14 in favor of St. John High.

The second half started with a determined spirit by Halifax, and by splendid combination and accurate shooting they drew up to within one point of the St. John squad. Then the New Brunswickers bucked up and boosted their count until they were five points ahead. From then on the scoring was nearly even, the game ending 34 to 31 in favor of the St. John boys.

In a second half Lucas of H. C. A. was slightly injured, but was able to play on.

To pick out any individual star would be difficult as both teams showed a fine combination of individual play. For the winners Lee and Fraser were the scorers, while for the losers Lucas showed considerable ability in finding the basket.

The teams lined up as follows: St. John High School—Forwards, Lee and Fraser; Centre, Potter; Defense, Wolford and Wilson; Spare Willits.

Halifax County Academy—Forwards Lucas and Bartlett; Centre, Piers; Defense Hamilton and MacDorm; Spare Dewolfe.

Post Office Team Won Roll-Off With Atlantics

and Are Champion Commercial League Bowlers.

Black's Alleys were the scene of great enthusiasm last evening when the supporters of the Post Office and Sugar Refinery bowling teams were on hand to cheer their respective quintettes to victory in the last game of the last series to decide the championship of the Commercial League.

The Post Office team won the series and championship by taking last night's game by a total pinfall of 1,387 to their opponents' 1,238. Many interesting features resulted from the game, including the second string total of 609, made by the Post Office, which is a record for the Commercial League for one string.

The total pinfall for the year in this league's record for the final contest, which proved a humdinger, the Post Office winning by 83 pins. The scores follow:

Post Office

Roberts	33	100	86	269	89-2-3
Shannon	35	91	86	262	87-1-3
Clark	32	98	90	270	90
Armstrong	39	109	69	277	92-1-2
Scott	38	111	100	309	103
Maxwell	—	—	—	—	—
Total	447	509	431	1587	

Sugar Refinery

Archibald	37	107	100	234	95
Howard	36	85	81	252	84
Sullivan	39	73	86	233	76
Armstrong	30	89	84	253	87-2-3
Sabeau	34	88	89	261	87
Total	416	445	440	1398	

Jock Hutchison Makes Good Start

Traded One For Two Other Players

Pinehurst, N. C., March 31.—Jock Hutchison of the Glenview Club of Chicago, holder of the British open championship made a fine start today in the North and South open golf championship tournament by taking only 23 strokes for the first nine holes. He finished in 37 for a card of 70, which was low enough to lead the early starters.

Newport News, Va., March 31.—President Davis, of the Newport News, Va. League Club, announced today that he had traded Catcher Harry Lee, former manager of the club, to the Rochester International League Club for Infielder Palmer and Avery, and a cash consideration.

Hockey At Boston Was Most Peculiar

Picked Up Team from Toronto Lost to Westminsters—Sightseers Were Dejected.

Boston, March 31.—The Westminsters, hockey champions of the United States defeated a Canadian team announced as the Toronto, by a score of 8 to 1 tonight. The Canadians came here to fill the dates originally assigned for an international series between the Granites, Canadian champions, and Westminster for the world title.

The Granites were refused permission to come, but several of their players were members of the team that played tonight. The winning goal was scored by Captain Downing of Westminster, in the last period, after goalkeeper Briston of the Toronto, had stopped the puck but allowed it to roll by.

Classes Busy For Gym. Exhibition

Y. M. C. A. is Busy Hub—Booking for Two Days Sold Out.

The Y. M. C. A. is a busy hub these days, with all classes strenuously rehearsing their different numbers for the Annual Circus and Gymnasium Exhibition next week.

An elaborate programme has been drawn up, demonstrating the work of the season with the different classes, besides a burlesque programme which is calculated to make the most of the popular interest.

The Junior membership of the association especially look forward eagerly to this annual event, and the classes are crowded to capacity with interested members.

At a meeting of the physical committee yesterday, the Physical Instructor, Wm. Bowie, under whose supervision the big show is being put on, informed the committee that the bookings for the two days of the circus had been completely sold out. It was thereupon decided to continue the popular attraction for another night so that all who desired might have an opportunity of witnessing the boys in action.

Baseball With Big Leaguers

San Antonio, Tex., March 31—Babe Ruth got a home run and the Yankees, although out of the Brooklyn Dodgers today, 12 to 8.

R. H. E. New York Americans..... 12 10 0
Brooklyn Nationals..... 8 16 2
Batteries— Hoyt, Murray and Schang; Cadore, Shriver and Taylor. Miller.

Baton Rouge, La., March 31.—Governor Farn of Louisiana, and Judge Landis saw the St. Louis Nationals defeat the Philadelphia Americans here today, 11 to 6. Score: R. H. E. St. Louis Nationals..... 11 20 3
Philadelphia Americans..... 6 19 0
Batteries—Goodwin, Parfies, Deak and Altshuler; Clemons; Moore, Hamack, Laffer and Frishman.

Swimming Event World's Record

Chicago Swimmer Covered Hundred Yards in Fifty-Three Seconds at New York.

New York, March 31.—John Weismuller, of the Illinois Athletic Club, Chicago, established a new world's record of 53 seconds for 100 yard indoor swimming event here this afternoon. Weismuller's feat was accomplished in the 76 foot pool of Columbia University under a special amateur athletic union sanction and timing.

MELLON PRODS FORD ON GIFT OF \$29,000,000

Asks Him to Disclose How He Gave War Profits to Treasury.

Washington, March 31.—A despatch from Washington says Secretary of the Treasury Mellon has called upon Henry Ford, officially to make an explanation of the assertion that \$29,000,000 of Mr. Ford's war profits have been returned to the Treasury of the United States to be used as the Government sees fit, the statement having been made in a book called "The Truth About Henry Ford."

In a letter written to a member of the Senate who was interested in discovering the truth about the matter, Secretary Mellon said:

"I understand that you recently inquired over the telephone with respect to a statement which appeared in a book called 'The Truth About Henry Ford,' to the effect that his war profits of about \$29,000,000 had been turned back to the Treasury, and that you inquired particularly whether the Treasury ever received any such sum from Mr. Ford. I have had this matter investigated in the Treasury, and find that the records do not show the receipt of any donation from Mr. Ford. I have accordingly written direct to Mr. Ford for information as to how the matter stands from his point of view.

"The Commissioner of Internal Revenue advises me that his records show the designation of representatives of the Bureau of Internal Revenue

Last Basketball Game This Season Trojans vs. Moncton

Y. M. C. I., Cliff Street—Tonight at 8. OUTLAWS VS. BUSINESS BOYS AT 8.15. TICKETS—Gentlemen 50c., Ladies 25c.

Phrasing It Properly.

Beatie—Come home early, darling—I've got something I want to talk to you about.

Beatie—I suppose that means you want to talk to me about something you haven't got—London Telegraph.

Most Brilliant Social Event of the Season

is the prediction of social leaders throughout the Maritime Provinces in discussing the Motor Show which opens at the Armories next Monday evening, under the distinguished patronage of His Honor Lieutenant Governor Pugsley, Honorable W. E. Foster, Premier of New Brunswick, E. A. Schofield, Esq., Mayor of St. John, Colonel Ogilvie, D. O. C., Military District No. 7, and Members of Headquarters Staff. Every indication points to a most representative attendance at

THE MOTOR SHOW at the Armories April 3 to 8

In response to the rapidly increasing and incessant demand, the Management have placed TICKETS ON SALE AT THE COMMERCIAL CLUB, Prince William Street where they can be procured daily until 6 o'clock in the evening, and will be forwarded by mail on receipt of remittance.

THE BETTER PLAN is to come in the afternoon and have tea at the Tea Room conducted by the ladies of Fundy Chapter, I. O. D. E.

Arranged by the Saint John Automobile Trade Association, Limited, Under Management of The Commercial Club, St. John.

EVERY EVENING Miss Blenda Thompson—Contra Alto Jones Orchestra.

The Tea Room

conducted by Fundy Chapter, I. O. D. E., will provide dainty collations during the entire week.

The Dansate Saturday

will undoubtedly prove one of the most delightful features of the closing day.



10 ROYAL 15¢ SMOKES 15¢

THE STANDARD'S FINANCIAL SECTION

Diversified And Unusually Active Trade In Stock Issues

Over Million Shares Traded in New York Market—Gains Were Reduced.

New York, March 31.—Trading in the stock market today, again was unusually active and diversified. Many popular issues scored highest prices of the year on transactions approximating 1,000,000 shares.

Steel Stocks
Reports from steel centers emphasized the steady increase of production. The high class rails and industrial participations only moderately in the day's expansive operations.

Dealings in foreign exchanges were larger than on any recent day and almost without exception quotations showed distinct improvement.

N. Y. Quotations

(Compiled by McDougall and Cowans 58 Prince Wm. St.)

Ally Chem	43 1/2	44 1/2	43 1/2
Am Busch	43 1/2	44 1/2	43 1/2
Am Can	47 1/2	48 1/2	47 1/2
Am Loco	111 1/2	112 1/2	110 1/2
Am Ice	107 1/2	108 1/2	107 1/2
Am Int Corp	44 1/2	45 1/2	44 1/2
Am Wool	87 1/2	88 1/2	87 1/2
Am Smelters	53 1/2	54 1/2	53 1/2
Am Sunstar	26 1/2	27 1/2	26 1/2
Amphal	60 1/2	61 1/2	60 1/2
Atchison	97 1/2	98 1/2	97 1/2
Am Tele	121 1/2	122 1/2	121 1/2
Anaconda	51 1/2	52 1/2	51 1/2
Am Oil	29 1/2	30 1/2	29 1/2
Beth Steel	74 1/2	75 1/2	74 1/2
Bald Loco	111 1/2	112 1/2	110 1/2
B and O	40 1/2	41 1/2	40 1/2
B and S	26 1/2	27 1/2	26 1/2
Can Pac	137 1/2	138 1/2	136 1/2
Corn Prod	107 1/2	108 1/2	106 1/2
Duco Cos	49 1/2	50 1/2	48 1/2
Easton Oil	26 1/2	27 1/2	26 1/2
C and O	62 1/2	63 1/2	62 1/2
C and I E Com	24 1/2	25 1/2	24 1/2
Crucible	57 1/2	58 1/2	57 1/2
Gen Leather	75 1/2	76 1/2	75 1/2
Chandler	73 1/2	74 1/2	73 1/2
Columbia Gas	84 1/2	85 1/2	84 1/2
Cuban Cane	15 1/2	16 1/2	15 1/2
Eric Com	11 1/2	12 1/2	11 1/2
Endicott	83 1/2	84 1/2	83 1/2
Gen Motors	104 1/2	105 1/2	104 1/2
G N Pld	72 1/2	73 1/2	72 1/2
Guam Sugar	40 1/2	41 1/2	40 1/2
Inspiration	19 1/2	20 1/2	19 1/2
Indus Alcohol	47 1/2	48 1/2	47 1/2
Kelly Svc	45 1/2	46 1/2	45 1/2
Kennecott	29 1/2	30 1/2	29 1/2
Kelsey Whl	101 1/2	102 1/2	101 1/2
Lack Steel	50 1/2	51 1/2	50 1/2
Mex Pet	24 1/2	25 1/2	24 1/2
Mid States Oil	13 1/2	14 1/2	13 1/2
Mo Pac	22 1/2	23 1/2	22 1/2
N Y N H & H	21 1/2	22 1/2	21 1/2
North Am Co	36 1/2	37 1/2	36 1/2
Northern Pac	75 1/2	76 1/2	75 1/2
Penn	40 1/2	41 1/2	40 1/2
Pan Amer	56 1/2	57 1/2	56 1/2
Pierce Fr	17 1/2	18 1/2	17 1/2
Pure Oil	49 1/2	50 1/2	49 1/2
Rack Island	40 1/2	41 1/2	40 1/2
Roy Dutch	54 1/2	55 1/2	54 1/2
R Stores	44 1/2	45 1/2	44 1/2
R I and S	32 1/2	33 1/2	32 1/2
Ry Paul	32 1/2	33 1/2	32 1/2
South Pac	86 1/2	87 1/2	86 1/2
South By	23 1/2	24 1/2	23 1/2
Stebensker	111 1/2	112 1/2	110 1/2
Sino Oil	24 1/2	25 1/2	24 1/2
Sonoco	13 1/2	14 1/2	13 1/2
T F C Co	44 1/2	45 1/2	44 1/2
T P C and O	26 1/2	27 1/2	26 1/2
Trans Ry	9 1/2	10 1/2	9 1/2
Union Pac	104 1/2	105 1/2	104 1/2
U S Steel	36 1/2	37 1/2	36 1/2
U S Rubber	62 1/2	63 1/2	62 1/2
Unifed	57 1/2	58 1/2	57 1/2
West Frut	140 1/2	141 1/2	140 1/2

Montreal Produce

Montreal, March 31.—Oats, Canadian Western, No. 2, 63; No. 3, 60.

Flour—Manitoba spring wheat	104 1/2
Rolls—No. 1	90 1/2
Shorts—No. 1	88 1/2
May—No. 1, per ton, car lots	328
Chicago—No. 1, per ton, car lots	324
Flour—No. 1	90 1/2
Flour—No. 2	88 1/2
Flour—No. 3	86 1/2
Flour—No. 4	84 1/2
Flour—No. 5	82 1/2
Flour—No. 6	80 1/2
Flour—No. 7	78 1/2
Flour—No. 8	76 1/2
Flour—No. 9	74 1/2
Flour—No. 10	72 1/2
Flour—No. 11	70 1/2
Flour—No. 12	68 1/2
Flour—No. 13	66 1/2
Flour—No. 14	64 1/2
Flour—No. 15	62 1/2
Flour—No. 16	60 1/2
Flour—No. 17	58 1/2
Flour—No. 18	56 1/2
Flour—No. 19	54 1/2
Flour—No. 20	52 1/2

Milling Stocks Recorded Gains On Montreal Market

Three New Highs Established With Ogilvie Going Up Ten Points.

Montreal, March 31.—Advances of from fractions to ten points were featured on the local stock exchange today, the larger gains being shown in the milling stocks. Volume of trading was rather less than on previous days.

Quebec Railway was the most active stock of the day, and passed off at 2 1/2, down the fraction. Tracings were generally weak. Montreal Tramways was off 1/4 to a new low of 60 1/2, but closing at 61, down 2 1/2 points, the biggest recession of the day.

Montreal Sales

(Compiled by McDougall and Cowans 58 Prince Wm. St.)

Abithi	41	41	40 1/2
All Sugar	24	24	23 1/2
Asb Com	56 1/2	56 1/2	56 1/2
Asb Pfd	78	78	78
Brompton	23 1/2	23 1/2	23 1/2
Brilliant	36 1/2	36 1/2	36 1/2
B E 2nd Pfd	20 1/2	20 1/2	20 1/2
Can S S Com	16 1/2	16 1/2	16 1/2
Can S S Pfd	43 1/2	43 1/2	43 1/2
Can Car Com	22 1/2	22 1/2	22 1/2
Can Car Pfd	47	47	47
Can Cem Com	58 1/2	58 1/2	58 1/2
Can Cem Pfd	91	91	91
Can Bridge	69	69	69
Donn Cannery	32	32	32
Gen Electric	88 1/2	88 1/2	88 1/2
Mont Power	88 1/2	88 1/2	88 1/2
Nat Breweries	57	57	57
Ont Steel	40	40	40
Price Bros	38	38	38
Riduron	84	84	84
Span R Pfd	85	85	85
Steel Canada	82	82	82
Smelting	20	20	20
Shawinigan	103 1/2	103 1/2	103 1/2
Toronto Ry	60 1/2	60 1/2	60 1/2
Textile	135 1/2	135 1/2	135 1/2

REAL ESTATE TRANSFERS.

The following real estate transfers have been recorded:
S. A. Jones and others, to Jones & Schofield, property in Nelson street.
Muriel H. Keithum and others to W. E. Emerson, property in Union street, West.
Mary H. McGovern to W. G. Miller, property in Strait Shore road.
W. G. Miller to Henry McGovern, property in Strait Shore road.
Kings County.
Mary L. Best to E. A. McLean, property in Springfield.
L. C. Dycart and husband to Jessie E. Asbell, property in Sussex.
Jemima Forsyth to John Olin, property in Upland.
J. A. Fenwick to F. A. Fenwick, property in Studholm.
Herbert Howie to E. S. Stephenson, property in Westfield.
C. J. Kierstead to Hazel Paries, property in Studholm.
Cora B. Mulkin and husband to Alice M. Sweet, property in Westfield.
Jessie H. Whitburn to W. F. Fenwick, property in Westfield.

LIVERPOOL COTTON

Liverpool, March 31.—Cotton futures closed steady. Closing:
April 10.49; May 10.41; June 10.33; July 10.27; August 10.17; September 10.07; October 9.99; November 9.84; December 9.68; January 9.51; February 9.37; March 9.28.

Wheat Market Extremely Dull On Winnipeg Trade

Prices Were on Down Grade, June and July Offerings Losing.

Winnipeg, March 31.—With little important news from any centre, the wheat market was extremely dull again today, futures moving on the very narrow limits. Prices were on the down-grade throughout the session and May, after a spread of only 1 3/4, closed 2 1/2 lower than Thursday, July was 2 1/8 lower.

Cash Wheat in Demand
Cash wheat was in better demand, more particularly for the lower grades. Some of the top grades were trading at quarter cent better and a few ac lots changed hands at one or two Thursday. The offerings continued light, but some buyers re-sold. Domestic demand appears slow, but with the opening of navigation a better enquiry is looked for.

Closing Quotations

Wheat—May 1.33 1/4 bid; July 1.31 3/8 asked.
Oats—May 46 1/8 bid; July 46 1/2 bid.
Barley—May 65 1/4 bid; July 65 5/8 asked.
Flax—May 2.25 1/4 bid; July 2.24 1/4 asked.
Rye—May 1.01 1/4 bid; July 97 1/4 asked.

Cash Prices
Wheat, No. 1 hard 1.36 3/4; No. 1 northern 1.36 1/2; No. 2 northern 1.32 1/4; No. 3 northern 1.24 3/4; No. 4, 1.14 3/4; No. 6, 94 3/4; feed 91 1/4; track 1.36 1/2.
Oats, No. 2 c.w. 46 7/8; No. 3 c.w. 42 1/8; extra No. 1 feed 42 5/8; No. 2 feed 41 1/8; No. 2 feed 38 1/8; rejected 38 1/8; track 45 7/8.
Barley, No. 3 c.w. 64 1/4; No. 4 c.w. 61 1/4; rejected and feed 5 5/8; track 64 1/4.

Entire Mountains Destroyed By Earthquakes

Details of Eruptions of Argentine Border Last December Now Known.

Valdivia, Chile, March 29.—Entire mountains were destroyed in the violent earthquakes and volcanic eruptions which took place in southern Chile, near the Argentine border, last December, say Eric Volkman, who has returned from a visit to the desolated district. Details of the volcanic disturbances which destroyed pasture lands, forests and cattle are only now becoming known here.

Paul F. Blanchet Chartered Accountant

Telephone Connection
St. John and Rothesay

Liberty Issues Resuming Their Upward Trend

Foreign Bond Division on New York Market Reactionary or Irregular.

New York, March 31.—After showing early hesitation, Liberty issues resumed their upward movement in the bond market today. The 3 1/2% second 4 1/2 and almost all the 4 3/4% equalled or exceeded previous high records of the year, closing at gains of 8 to 62 cents per \$100.

Raw Sugar Market Remains Unsettled

Market for Refined Unchanged at 5.25 to 5.50 for Fine Granulated.

New York, March 31.—The raw sugar market was unsettled early today, with Cubas quoted at 29.32 cents cost and freight, equal to 3.39 for centrifugal for spot and 23.16 cost and freight, equal to 3.92 for April shipments. There were sales of 30,000 bags of April shipment, Philadelphia at 3.87 c.f. and 5,000 bags prompt shipment to New Orleans at 386 c. i.f.

N. Y. Canadian Club To Have The Finest Quarters In City

Possibility of Their Purchasing or Leasing The Hotel Belmont.

New York, March 31.—(By Canadian Press.)—The Canadian Club of New York will have the finest club quarters in New York city if any of the several proposals now under consideration are adopted. One of the proposals is said to include the purchasing or leasing of the Hotel Belmont, where the club now occupies an entire floor. Architects have also submitted plans for several upper floors in the Mendel Building, Park Street, now under construction. The Home Club on 44th street and a hotel on the same street are also being considered. On account of the large number of non-resident members in Canada a large number of sleeping rooms is essential and location near the Grand Central terminal is favored.

WE WILL PAY 100 and Accrued Interest for Victory Bonds due 1922

in Exchange for Long Term Government and Municipal Bonds

J. M. Robinson & Sons, Ltd.

ST. JOHN
Moncton Fredericton

Wheat Suffered Material Setback On Chicago Board

Market Closed Heavy With Loss—Coarse Grains Also on Decline.

Chicago, March 31.—Wheat underwent a material setback in price today owing largely to bearish crop estimates. The market closed heavy at 1 to 2 3/8 cents net lower. Corn lost 1 to 2 3/8 cents and oats half to 2 1/4 cents. In provisions the outcome was unchanged to 15 cent, lower.

Toronto Board of Trade Quotations

Toronto March 31.—Manitoba wheat, No. 1 Northern, 1.51.
Manitoba oats—No. 2 c.w., 96.1-4; No. 3 c.w. 53; extra No. 1 feed, 53.1-5; Manitoba barley, Ontario oats, Ontario wheat—Nominal.
Barley—60 to 65.
Buckwheat No. 2—1.00.
Rye No. 2—95.
Milled, car lots, per ton—Bran, \$28 to \$30; shorts, \$30 to \$32; good feed flour, per bag, \$1.70 to \$1.80.
Hay—Per ton, extra No. 2, \$22 and \$23; mixed, \$19 to \$19; clover, \$14 to \$15; straw, \$12 to \$13.

Monthly Clearings Canadian Banks

Winnipeg	\$176,929,958
Port William	2,876,680
Brandon	2,386,576
Brantford	4,109,500
Medicine Hat	1,467,179
Regina	12,887,064
Lethbridge	2,522,366
Edmonton	17,412,481
Saskatoon	3,471,287
Prince Albert	1,374,586
Vancouver	56,813,641
Victoria	8,509,693
New Westminster	2,032,219
Calgary	21,687,121
Medicine Hat	1,467,179
London	11,756,399

London Oils

London, March 31.—Calcutta linned \$19 per quarter; linned oil, 35s 9d per cwt; sperm oil, \$25 per ton. Petroleum, American refined 14 1/2; spirits, 1 1/2d per gallon. Turpentine, spirits 66 3d per cwt in barrels. Rosin, American strained 18s, type G 13s per cwt. Tallow, Australian 40s, 9d per cwt.

\$15,000 Province of New Brunswick 6% Bonds

Due 1st January, 1936
Price on application. Ask for our list of offerings.

Eastern Securities Company Limited
St. John, N. B.
Halifax, N. S.
JAMES MacMURRAY,
Managing Director

INVESTMENT SECURITIES

Ask for our April List of Offerings
Thomas, Armstrong & Bell, Ltd.
101 Prince William Street, St. John, N. B.
S. Allan Thomas - Donald W. Armstrong - T. Mofet Bell

The Permanent Executor

A MAN by becoming an executor does not cease to be a man. He still has his private business, his personal interests, which are bound to take first place in his plans. He is still liable to run out of town—for a business trip, or a fishing trip, perhaps just when your most feels the need of consulting him. He is still subject to illness, years, loss of business acumen—death. This company is not subject to incapacity or death. Its exceptional personnel is continually being recruited with highly trained, responsible men. The management of your affairs is permanent, continuous, vigilant, when your executor is

The Canada Permanent Trust Company

New Brunswick Branch, 63 Prince William Street, St. John, N. B.
R. F. WRIGHT, Manager. T. A. McAVITY, Inspector.

There is a Savings Department at Every Branch of THE ROYAL BANK OF CANADA

MONTHLY DEPOSITS OF

\$1	\$2	\$5	\$10
1 year - 12.20	24.88	60.08	121.00
2 years - 24.78	49.52	122.80	247.00
5 years - 87.70	75.41	188.52	577.04

Regular Sailings Every Three Weeks.

For Reservations Apply Steamship Agents or H. E. KANE, Port Agent, St. John, N. B.

EASTERN STEAMSHIP LINES, INC.

Until the resumption of Service the International Line between St. John and St. John, freight ship for the Province from the U. S. States, especially Boston and New York, should be routed care by S. H. Lines, Boston, and other points forward every week by the T. Y. S. Co. and S. S. "Keith" to St. John. This weekly means prompt dispatch of freight. Rates and full information on call.

A. G. CURRIE, Agent, ST. JOHN, N. B.



Gas Buggies—That's Going Just A Little Too Far.

Canadian Services
MONTREAL TO LIVERPOOL
MONTREAL TO PLYMOUTH, BOURG AND LONDON
MONTREAL TO GLASGOW
Anchor-Donaldson Line
Portland, Halifax, Glasgow
From Portland From Halifax
Cassadaga
Apr. 13
MONTREAL TO GLASGOW
May 5, June 3, June 30
May 15, June 16, July 14
June 23, July 21, Aug. 18
Calls at Montville, Ireland
For rates of passage, freight and
THE ROBERT ROBERTSON
162 Prince William Street
CANADIAN PACIFIC RAILWAY
ST. JOHN TO LIVERPOOL
ST. JOHN TO GLASGOW
ST. JOHN TO BOSTON
ST. JOHN TO HAVANA-KINGSTON
ST. LAWRENCE SAILING
Quebec-Cherbourg-Southampton
Hamburg
May 3, May 30, June 27
May 16, June 18, July 20
May 23, June 25, July 27
May 30, June 30, July 31
July 7
July 14
July 21
July 28
August 4
August 11
August 18
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March 27

THE WEATHER

Toronto, March 31.—A disturbance which was over the south-western states last night is now centered just south of Lake Erie, attended by high easterly winds with sleet or rain in Southwestern Ontario. The weather today has been fair elsewhere in Eastern Canada and fine and mild in the west.

Forecast: Maritime—Strong winds and moderate gales westerly with rain and sleet in western districts, spreading to eastern districts tonight. Northern New England—Rain or snow Saturday; Sunday fair, not much change in temperature, strong shifting winds and gales, becoming northwest.

AROUND THE CITY

THE CITY PAYROLL. The fortnightly labor payroll at CNY Hall yesterday showed a total disbursement of \$10,600.19, made up of sub-totals as follows: Public works, \$5,007.91; water and sewerage, \$2,926.95; harbor, \$2,073; ferry, \$493.63.

FINGER CRUSHED. L. Trueman, a C. G. M. M. checker working on the steamer Canadian Squatter, slipped on a plank yesterday morning and badly crushed one of his fingers. He was taken to the General Public Hospital, where the wound was dressed.

SENIOR EXAMINER. Word has been received by C. B. Lockhart, collector of customs, that Thomas Heffernan, customs and excise examiner, has been promoted to senior customs and excise examiner, the appointment to date from April 1, 1922.

FORTY HOURS. The Devotion of the Forty Hours was opened yesterday at Oak Point Church of St. John the Baptist by the celebration of 6 o'clock mass by Rev. Roy McDonald, assisted by Rev. H. Ramage, of the Cathedral. The devotion will continue until Sunday night.

THE PROBATE COURT. In the estate of Mrs. Jane Maguire, probated at \$6,000 realty and \$265 personalty, letters testamentary have been granted to her son, James H. Maguire, who is principal beneficiary. W. J. Mahoney was proctor.

THE BAY SERVICE. J. M. Woodman, general superintendent of the C. P. R., New Brunswick district returned Thursday evening on the steamer Empress after an inspection trip to Digby. The Bay service will be inaugurated with the New Brunswick district of the C. P. R., starting today.

JUMPED THE TRACK. An empty box car of a mixed passenger and freight train coming to this city was derailed and overturned yesterday morning at Oak Point. There were no passengers on the train. The daily C. N. R. express, due here at 12:40, was held up by the run-off and passengers did not reach the city until late in the afternoon.

A CLAIM SETTLED. Former paper H. H. Pickard, of Mouth Kewick, is happier by \$608. Some time ago he placed a claim with the local branch of the C. W. V. A. for working pay which had been refused him. The cheque is to be mailed Mr. Pickard within the next few days according to advice received from Ottawa.

ADMIRED BY STUDENTS. The High School retaining wall recently completed on the western side of the High School lot on Union street, is being warmly admired by the students. On top of the stone wall a substantial wooden ledge has been placed which, in turn, is supported by an iron railing. The railing has been painted red and the wooden base grey, in the colors of the school, and for this reason has become a popular institution with the High School boys and girls.

SUCCESSFUL SALE. A successful penny sale was held in the lobby of the Imperial Theatre yesterday morning, under the auspices of the Willing Workers of the German street Baptist church. The proceeds to be used for mission purposes. Mrs. Donald Hunt and Mrs. A. B. Fowler were in charge and were assisted by Mrs. Henry Marr, Mrs. Grace Gilmore, Mrs. W. C. Green, Mrs. Harry Spears, Mrs. J. Earle, Mrs. W. H. Lupton, Mrs. Charles Harding and Mrs. A. C. Wells. The sale was continued during the afternoon.

ON INSPECTION TRIP. C. F. R. eastern lines, passed through the city yesterday morning. He arrived in his private car Leinsterman which was attached to the Montreal train, and later left over the C. N. R. for Boston, where he is intended to start an inspection over the N. E. Coast & Bayview & the Fredericton-Grand Lake Railway lines.

Clifton House, all meals 60c.

LOCAL COUNCIL OF WOMEN ANNUAL MEETING YESTERDAY

Reports Submitted Showed That Past Year Had Been a Prosperous One—Efficient and Popular Secretary Presented With a Life Membership.

The twenty-seventh annual meeting of the St. John Local Council of Women was held yesterday afternoon and evening in the Board of Trade rooms, Prince William street, and both sessions were largely attended. The reports received were of a most encouraging nature, showing that a large amount of work had been accomplished by the Council and the affiliated societies. A pleasing feature of the evening session was the presentation to Mrs. G. C. Poole, recording secretary, of a life membership in the Council by Mrs. E. Atherton Smith, the president, as a token of appreciation of her valuable services. Financially it was the banner year for the Council, over \$12,000 having been raised for various objects during the year.

Afternoon Session. The afternoon session opened at 3:30 the president, Mrs. E. Atherton Smith, in the chair. After the calling of the roll and the welcome to a new affiliated society, the Community Club of Glen Falls, the minutes of the last annual meeting were read and adopted.

Following this, the address of the president was given. Mrs. Smith referred first to her recent trip to Great Britain, Belgium and France, and spoke feelingly of the battle fields which she had seen and the graves of the brave Canadian boys which she had seen. She also spoke of the wonderful spirit of the people of those countries in their efforts to restore pre-war conditions. Every day and every hour spent in those countries was rich in interest and educational value. But, she said, the land was so free from extremes of wealth and poverty, and so rich in prosperity for all, its natural resources and physical value, as this Canada of ours. It was to assist, she said, in developing the heart and soul of the people of Canada, that the women met together annually as the National Council of Women, now representing 500,000 Canadian women, and pointed out that today the St. John women were gathered together to help improve the city, the province and the nation.

Mrs. Smith expressed pleasure to see so many representative women present, and to all she extended a cordial greeting. Mrs. J. Gordon, Mrs. J. V. Ellis, but she said that all were saddened by the knowledge that during the last year two stalwart upholders of the ideals and aims of the Council had departed from their midst, in the persons of Mrs. Tilly and Mrs. J. V. Ellis, but she said that all would be comforted by the assurance that they had been called to higher service.

She expressed her gratification that all were coming to a better understanding of the aims and objects of the Council—the coordinating of all women's work—and at the splendid spirit of interest which was being manifested.

A letter was read from the directors of the Provincial Memorial Home, thanking the Council for the loan of books for their day and one from Mrs. G. J. O'Connell, thanking the members of the Council for the very warm welcome extended to her when here.

Mrs. Smith appointed the following scrutineers: Mrs. A. J. Mulcahy, Mrs. J. H. Prink, Mrs. J. Gordon, Mrs. J. R. Vanwart and Mrs. John Owens.

The secretary, Mrs. G. C. Poole, reported that 7 regular, 14 associate, and 7 special meetings had been held during the year; that 22 societies were affiliated with an approximate membership of 8,000.

The corresponding secretary, Mrs. H. B. Peck, gave a comprehensive report of the activities of the year, she said perhaps the outstanding feature of the work was the establishment of the free milk fund. Two Hubbard Days had been held, assistance had been given on Poppy Day, the British Red Cross Fair and the Christmas tree had been sold for the championship next held here during the winter. Addresses had been given by Miss Chesley, Mr. McIvor, Dr. Mabel Hamilton, Dr. Doris Murray and Mrs. Kate Trueman.

The treasurer, Miss Alice E. Estey, reported receipts in the general fund of \$4,722.75 with expenditures of \$4,658.10, leaving a balance on hand of \$64.65; in the milk fund there had been received \$1,780.00 and this money was all expended except that which had been paid in for the adoption of babies; from the sale of badges there had been received \$6,785.20, a grand total received during the year of \$12,268.58. This report was audited by Miss Grace W. Leavitt.

The reports were then received and adopted and a vote of thanks passed to the various officers for their splendid work during the year. Mrs. Smith announced that it had been found necessary to postpone her lecture on "Prison and Penitentiaries" until April 10, as the slides would not reach the city before that time.

Mrs. W. B. Tennant reported for the Milk Fund committee. On April 9, 1921, they had 14 babies receiving milk. Today they have 17. Of this number 28 had been adopted by various organizations. The whole number of babies which had received milk during the year was 144. She had been assured by the V. O. N., that only for this milk distribution it saved hundreds of babies would have died during the summer and that not one of the babies supplied with milk had died. She made an appeal for support on the day which will be held during this month that funds might be available to carry on during the summer.

The babies for officers were then distributed and the scrutineers retired to count them. Reports were received from the following committees and societies: Ladies Auxiliary of the Seaman's Institute, Mrs. Walter, Victoria Order of Nurses, Mrs. R. A. Powell, Elms Trustee, Mrs. R. C. Thomas, Protestant Orphan Home, Mrs. David McAllister, Women's Canadian Club, Mrs. Gordon McDonald, Annual Report Committee, Mrs. E. Atherton Smith, President, Miss Helen read the report for Mrs. Patterson, who was

unable to be present; Women's Hospital Aid, Mrs. A. W. Estey; Provincial Red Cross, Miss Grace Leavitt, Child Welfare, Mrs. J. Willard Smith, High School Alumnae, Miss B. Donson; Boys Industrial Home and Jail Visitors, Mrs. R. A. Corbet.

The Citizenship report was submitted by Mrs. H. B. Peck, who better doing so referred to a letter recently received from Dr. Stowe-Gullen in which was pointed out the necessity for women making a study of the political questions of the day in order to be able to intelligently exercise the franchise which had been given them and urging the Council to work hard for a home for the mentally deficient, for women as probationary and parole officers and women officials for all institutions where girls and women were confined, before adjournment the president referred to the free tuberculosis clinics which are to be held here on April 4-6 and urged all the women to cooperate to make them a success. It was also announced that a night clinic would be held at 108 Prince William street on Wednesday evening.

Evening Session. The election of officers resulted as follows: President—Mrs. William Pugsley. President—Mrs. E. Atherton Smith, Honorary Vice-President—Miss Grace W. Leavitt, Secretary—Mrs. J. H. Prink, First Vice—Mrs. R. J. Hooper, Second Vice—Mrs. J. H. Duddy, Third Vice—Mrs. A. W. Estey, Fourth Vice—Mrs. W. Edmond Raymond, Fifth Vice—Mrs. E. A. Young, Sixth Vice—Mrs. John Bullock, Corresponding Secretary—Mrs. H. B. Peck, Recording Secretary—Mrs. G. C. Poole, Treasurer—Miss Alice E. Estey.

Fire Caused \$40,000 Damage

F. M. Levine says that his building on King street which was damaged by fire on Thursday evening, was insured for \$25,000, and that his stock was partially covered. He could not place any estimate on the damage done to his stock. The insurance on the building is placed through the Prink Insurance Company, while that on the stock, \$12,000, was with the same company. An error was made yesterday morning in stating there was \$20,000 insurance on the stock. Mr. Porchanok, of Plinkman & Porchanok, advised that an error occurred by insurance. The value of the stock was about \$20,000, and the insurance would amount to \$27,000. This type of his may would be thrown out of employment till such time as a temporary place could be found to carry on in.

The insurance is said to amount to \$27,000 on the stock, and is placed through the George E. Fairweather Company. W. D. Hurley, manager of the Robinson Clothing Company, said till such time as he heard from the head office he would be unable to say whether the stock was covered by insurance or not. The stock was covered by insurance as carried by Montreal concerns. He has been unable to estimate the damage done to the stock.

The total damage done by the fire had been estimated at \$40,000. The appraising of the stock of the Plinkman & Porchanok's stock is being done by Edgar Fairweather and H. W. Prink, while that on the Levine stock is being done by H. W. Prink and Percy Howard. As yet no appraisers have been appointed for the building or the Robinson stock.

Over 300 Scouts At The Institute

Chief of New Brunswick Guides Pleased Audience With Address and Picture Programme.

The women's institute was crowded to the doors last evening by a throng of people eager to see the well-drawn motion picture showing the activities of the Scouts and the various parts of New Brunswick, as dealt with in a highly interesting manner in a travelogue talk by Harry Allen, chief of the New Brunswick guides. The event was held under the auspices of the St. John district Boy Scouts and over 300 Scouts, representing the different troops in the city, were present and thoroughly enjoyed the picture and the talk. Mr. Allen addressed the boys briefly, telling them of the first occasion on which he had seen a troop of Scouts, and that at the time he was exhibiting his pictures at Madison Square Garden, New York, and he was much impressed with the smart appearance and evident good training of the boys. He congratulated the parents who encouraged their boys to become members of this organization, which enabled the youngsters to get the benefit of the great outdoors.

On the whole the evening was taken up with the showing of the pictures, supplemented with instructive explanations and talks by Mr. Allen. Too many cannot be said of the exceptionally good quality of the pictures, and the audience showed their appreciation by much generous applause. Among other features of the programme the boys were treated to several thrills, including scenes showing a bear being tamed and reduced to submission by means of the lass; and a man leaping from a canoe to the back of a cow moose, and riding her shores.

On the whole the programme was heartily enjoyed, and the Scouts present were proud in their appreciation of having been afforded the opportunity of seeing the pictures.

A RUNAWAY

A double team owned by Maurice Cavanaugh of Little River, ran away on the Westmorland Road near the Marsh Ridge Thursday afternoon. The runaways jumped into one of the city wagons breaking the pole. They were stopped before other damage was done.

HEAVY FIRE LOSSES.

Fires which occurred in New Brunswick in the first quarter of 1922 caused a total loss exceeding \$600,000, Fire Marshal McAllister has advised.

PERSONALS

Mrs. John A. Brooks, who is ill with pneumonia, is reported to be improving, and her early recovery was hoped for by the family. Mrs. Brooks' mother, Mrs. C. B. Farnham, of Oxford, N. B., came to the city on account of her daughter's illness. H. G. and J. H. Mars, of the Merrimack Co., Ltd., returned Thursday from a buying trip.

Miss Hazel B. Kaye, of 98 Winter street, left last night for Lewiston, Maine, to enter the Training Hospital for Nurses in that city. Mrs. W. G. Clark, of Fredericton, president of the United Baptist Women's Missionary Union, left yesterday morning for Wolfville to attend the funeral of Mrs. J. W. Manning, honorary president of the union. Dr. S. Margolis, of Toronto, executive secretary of the Zionist organization of Canada, arrived in the city Thursday.

It was decided to leave the balance of the reports to be taken up at the next meeting of the committee on national recreation. Mrs. E. Atherton Smith in a graceful speech said it had been her intention to present Mrs. H. B. Peck with a bouquet of flowers, but she had been prevented by Mrs. Peck that she was already a life member. She then called Mrs. W. Frank Hatheway and his daughter, Miss Grace Hatheway, will be passengers to Herra on the C. P. S. Scandinavia, sailing on Saturday. Carlisle Brooks, principal of the business schools, has tendered his resignation, having accepted the position of principal of the school at Edmundston, N. B. Inspector Alexander Crawford, of the prohibition force, is to be transferred to the force in St. John, where he will be in charge of the force.

The Well Painted House Commands the Higher Price. Martin-Senour 100% Pure Paint. Your prospective purchaser will be willing to pay a higher price, and will be more than likely to buy quickly, if you have a well and attractively covered, finished, and the best is invariably cheapest in the long run. Martin-Senour 100% Pure Paint is made only from the highest grade materials, ground and mixed as only the best machinery can do it, and often-repeated experiments have proven the superiority of Martin-Senour Paint which works under the brush, producing a fine, even, weather-resisting film, appearing quick-drying, and will retain its new look longer than any hand mixed paint. Ask for Martin-Senour Color Folder, at our Paint Department, Street Floor. W. H. THORNE & CO., LTD. HARDWARE MERCHANTS. Store Hours—8:30 to 6. Close at 1 p.m. on Saturdays of this month.

A Housewife's Ideal of a Moderate-Priced Modern Steel Range. To begin with, it is less expensive than many steel ranges, easier to operate, up-to-date in every detail, compact, attractive, reliable, durable and economical, strong claims, these, you will say, but the ENTERPRISE MONARCH will bear them out; every one. Come in and see the Enterprise Monarch. You will be delighted with it. Emerson & Fisher Ltd.

Specials for Saturday. We have placed on our counters as a special attraction for the week-end, bargains which the thrifty buyer cannot help but appreciate. SHOPPING BAGS—Large size, fancy lined, two handles \$1.00 Each PURSES—With strap, black and colors, \$1.49 to \$2.19 VEILS—Silk mesh with elastic 28c. Each SILK VEILS—Shaped 29c. Each WHITE VOILE—Extra value, 42 inches wide. Special prices 48c. Yard LISLE HOSE—Full fashioned, mercerized garter elastic top. Colors, black, brown, white 85c. Pair PURE THREAD SILK HOSE—Extra fine, full fashioned, deep garter, elastic rib top. Colors black, brown, navy, white Cordovan, silver \$1.95 Per Pair HOMESPUN TWEED SUITINGS—In sand shade only, 54 in. wide, \$1.95 Per Yard. Quality Macaulay Bros. Co. LIMITED Service.

ST. JOHN Registration and Employment Office. 160 Prince William Street 'Phone M. 3429. CAN YOU PROVIDE ANY WORK FOR A MAN OR WOMAN? Registered at the above office are men and women of all trades and professions; also in general work of all kinds, city or country— THEY ALL WANT WORK—Get Your Work Done NOW.

IMPERIAL Tuesday, April 4th—8.45 p.m. (After the first show) "The Facts On Hydro" Full, frank and open discussion of today's biggest Civic issue by His Worship Mayor Schofield.

FOR SALE. \$5.00 Worth of Music for 30 cents to introduce our Catalogue. 5 cents extra for postage. McDonald Piano & Music Company, 7 Market Square, St. John.

COMMUNICATION FROM LONDON. A communication received yesterday by the Board of Trade from the Canadian Chamber of Commerce, London, pointed out the work it was in a position to do for Canadian exporters and asked that an effort be made to interest a number of them in becoming members of the organization.

BOARD OF TRADE. A letter was received by the Board of Trade yesterday advising for the names of firms in St. John which would be interested in taking up with a firm in Vienna, which wanted to do business with Canada. Thomas Costello of Sydney was introduced as intermediary.



The St. John Standard

SECOND SECTION

THE STANDARD, ST. JOHN, N. B., SATURDAY MORNING, APRIL 1, 1922

PAGES 13 TO 24.



AUTO SHOW

The Great Social Event of the Season

ST. JOHN ARMORIES

April 3 to 8, 1922

Under the patronage of His Honor
LT. GOVERNOR PUGSLEY,
HON. W. E. FOSTER,
MAYOR SCHOFIELD,
COL. OGILVIE

and members of Headquarters staff.

Formal Opening 8 p. m. Monday, April 3rd, by
His Honor the Lieutenant Governor.

ORCHESTRAL CONCERT EVERY EVENING

Admission—Gentlemen, 50c; Ladies and Children, 25c

(Arranged by the Automobile Trades Association Limited,
under the management of The Commercial Club of St. John)

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from the highest
best machinery
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many steel ranges,
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and see the Inter-
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day

end, bargains which

..... \$1.00 Each
..... \$1.49 to \$2.19
..... 25c. Each
..... 20c. Each
..... 45c. Yard
..... brown, white
..... 85c. Pair
..... plastic rib top. Colors
..... \$1.95 Per Pair
..... \$1.95 Per Yard

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OR WOMAN?

d professions; also

our Work Done NOW

April 4th—8.45 p.m.
the first show)

Hydro"

of today's biggest

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FOR SALE

Worth of Music for 25 cents
see our Catalogue, 8 cents
postage. Melodisc Piano
Company, 1 Market Square,

Box, 23 Charlotte Street, 590
Genito-Urinary and Venereal
Diseases, 1100, Main
Avenue, Main 2001.

THE TABERNACLE

Friday night meeting at the
Tabernacle Church was largely attended
by S. E. Knight led a vocal group
and sang as a solo. "The Old
Cross." Evangelist H. N. Bell
the subject "Let's Cross
using a cross for illustration.
View throughout was one of
interest. At the close Mr.
briefly addressed an altar
followed by a season of

SUGGESTIONS TO THOSE WHO DESIRE TO DRIVE PERFECTLY

Both Hands Should Grasp the Steering Wheel About Half Way Up and Opposite—Eternal Vigilance Necessary—Side Slips and Skids.

No general rule can be laid down as to the manner in which the steering wheel should be held, as each driver will gradually discover that there is one certain way which seems best suited to him, according to B. M. Hart, who writes on the subject of driving for Motor Age. But at that, there are right and wrong ways of grasping the wheel, and even those who have graduated into the ranks of good drivers may find themselves not adhering to the accepted rules. For instance, when the car is going faster than twenty-five miles an hour both hands should be on the steering wheel, to be ready for any emergency such as a blowout, passing vehicle or the like. Many accidents are avoided by quick steering either when bringing the car to a stop or slowing down, and the man who has both hands on the wheel in this case is in a better position to warn his way out than if he had to bring the other hand to the wheel. The latter operation requires a second or so, and seconds are precious factors when avoiding collisions.

As a general thing, the wheel should be held so that one hand is about diametrically opposite the other. In this position the arms will act as levers, and while one hand pushes the rim the other pulls. On long drives and where the road surface permits, this position may be varied so that the driver becomes less fatigued. Some people drive by placing both hands close together at the bottom of the rim, so that the arms are straight back. This is bad, because it affords little leverage.

Then there are others who grasp the spokes of the wheel, and while this is permissible for resting the arms, it must be borne in mind that the closer the hands are placed to the centre of the wheel the less will the leverage be. The safest way is to place the hands at each side of the wheel, so you are ready for emergencies. There is no telling when a tire is apt to blow out, and if the car is travelling over thirty miles an hour the wheel may be jerked from the hands of the driver if he is unprepared. Most steering gears are irreversible, but at that a blowout at comparative high speeds will in most

cases force the front wheels to the side on which the blowout took place. It is also well to remember that when a tire blows out to jam on the brakes but rather the throttle should be closed and the car allowed to coast to a stop. By jamming on the brakes the car might skid and serious damage will result to the deflated tire.

Skidding and Slipping.
While on the subject of skidding, it is perhaps well to take up a discussion of the latter.

To begin with, the driver should learn to differentiate between the terms skidding and side-slipping, though, erroneously, frequently applied to side-slipping. The former simply means a continuous forward movement of the car. Fortunately side-slipping is usually confined to the rear wheels only, but in some instances this might be true of the front ones also. One reason for side-slipping is taking corner too fast. In this case the centrifugal force tends to slide the car broadside of the road.

The driver who experiences his first skid, or side slip, feels helpless but after one or two of them he will learn how to correct them. Nearly all side slips are toward the right, made so by the camber of the road or city street. Application of the brakes in such a case will only aggravate matters. The thing to do is to partially close the throttle, but not all the way, as this would be equivalent to putting on the brakes. Then gradually head the car for the centre of the road, at the same time opening the throttle. This might aggravate the skid somewhat, but it will be for a short time only, and all the while you are placing the front wheels in the centre of the road with the car pointing at an angle.

What to Remember.
In this manner the car can be brought to the crown of the road again and the right rear wheel, which is down in the ditch, will be pulled out by the momentum of the car. The important thing to remember about skidding is to leave the brake pedal alone. No great deal of trouble will be experienced on wet pavements if the brakes are applied only when the car is going in a straight line. But

by no means should the brakes be applied enough to lock the rear wheels. In turning to corner on a slippery pavement the clutch should not be taken out if there is a tendency for the car to slip. Turn corners slowly and cautiously.

There is another cause of side slip which might take place when the car is being driven in a straight line. If the brakes be applied hard on one or both of the wheels may become locked, and the car skid in a straight line. When this takes place very frequently one of the rear tires, especially if it has a plain tread, will lose its lateral grip on the road surface and begin to slip sideways, setting up a possibility of the car being swung up against the curb. Steer into, not out of a skid to stop it.

Never steer a car sharply from the curb to the crown of the road when the surface is slippery. This is also true when the car is started from the curb. The theory back of this is simple; the adhesion of the road wheels is insufficient to overcome the centrifugal effect and the result is that the rear of the car is forced into the gutter. Sometimes a sudden speeding up of the engine will effectively overcome the tendency to skid.

Driving a car in the city through traffic calls for quick manipulation of the steering wheel, brakes, gears, etc., much more so than when in the country. In the city the driver must be on the alert at all times owing to the increased number of vehicles, street cars, pedestrians, etc. One of the first things to learn in traffic driving is not to get up too close to the car or vehicle ahead of you, especially if it is horse drawn. Horses become restive at times, sometimes from their own caprice, at others because of an unskillful driver and have a way of backing up in stopped traffic. If a car is driven too close to the rear of a horse-drawn vehicle, or in some cases, even the radiator might suffer. The careful driver leaves plenty of space between his car and any vehicle in front, so that in case the latter starts to back up the reverse can be used and the car brought back to a point of safety. Always before backing the car in a city look to the rear to see if you are hemmed in by traffic.

Actions in Emergencies.
Traffic driving also demands that the motorist be not in too great a hurry to start forward after a truck or other form of commercial vehicle has passed for the latter may be carrying long pipes or rods, lumber, ladders, etc., any of which may result in damage to the front of the car, if not an accident all around. It is espec-

MOTOR ENGINES OFTEN USED TO SECURE POWER

Turin, Italy, March 22.—Cool savings in fuel, electricity is made use of on a much larger scale than is common in other European countries. Nature, fortunately, has lavishly bestowed the car of the northern portion of the peninsula with water power, which is used to generate electricity at low cost, and has thus made manufacturers almost entirely independent of coal. As an instance, the Fiat Motor Works, at Turin, use electricity exclusively for driving machinery, and are also equipped with electric furnaces of a most up-to-date type. The Fiat Company has its own generating stations in the Alps, and at normal times the supply of current is so great that in addition to meeting its own requirements, the company is able to supply electricity to other manufacturers and to the city of Turin.

The drought which affected the whole of Europe has been particularly severe in the Alpine regions. As a result, mountain passes which usually are snowed up early in November are likely to remain open all winter, mountain streams are dried up and lakes are very low. As a consequence of this, there is such a shortage of electric current that some factories on both the French and Italian sides of the Alps have had to close or reduce the working hours. At the Fiat Works this temporary difficulty has been met by the installation of 25-35 h.p. agricultural tractors for driving machinery. More than 150 of these tractors are at present being used, the power developed by them totaling more than 5,000 h.p.

The use of agricultural tractors for driving machinery is not new, but this appears to be the first time they have been employed on such an extensive scale. No special installation is necessary for the use of tractors, especially bad when a day has but one of the protruding articles, inasmuch as the latter will then be much harder to see.

Never attempt to pass a car or vehicles on the right when going in the same direction. The other fellow might take the notion to drive closer to the curb suddenly, to which he has a perfect right, and you find yourself in imminent danger of either hitting him or being forced on the sidewalk. It pays to play safe in a case like this, and even if the car in front leaves an inviting gap between it and the curb for you to dash into, better sound your horn and make him swing over so that you can pass him on the left side, as the rule of the road says.

DUNLOP CORD TIRES FABRIC

Q "There's something in the Quality of Dunlop Tires that's missing from other tires. Don't know what it is, but when I make that quick stop I know instantly I have Dunlop Tires on!"

Q One motorist thus spoke for himself. He really was speaking for thousands of car owners.

Q Live Rubber and best Egyptian Cotton go into Dunlop Cords and Fabrics. No shoddy; no skimping. The day of the short-mileage tire is gone; the day of the high-mileage tire is here; and when "tire-mileage" is up for discussion now, you find the word "remarkable" generally precedes a reference to DUNLOP.

DUNLOP CORD TIRES DELIVER THE MOST MILEAGE—ARE SAFEST TO USE

Dunlop Tire & Rubber Goods Co., Limited

HEAD OFFICE AND FACTORIES: TORONTO

Branches in the Leading Cities.



Ford

Announcing LINCOLN

MOTOR CARS

THE Lincoln Motor Company is now affiliated with the Ford Industries. The Lincoln Car will, however, continue to be "Leland Built." This expression has acquired such a significance in Motordom that we ask the prospective buyer of an exclusive car of individuality to defer purchase until the meaning of "Leland Built" has been explained.

TOURING CAR - 5475	SEVEN PASSENGERS	SEDAN - 6000	FIVE PASSENGERS
TOURING CAR - 4750	SEVEN PASSENGERS	TOWN CAR - 7000	SEVEN PASSENGERS
PHAETON DeLUXE - 5450	SEVEN PASSENGERS	SEDAN - 7100	SEVEN PASSENGERS
ROADSTER - 5450	TWO PASSENGERS	LIMOUSINE - 7500	SEVEN PASSENGERS
COUPE - 5600	FOUR PASSENGERS	JUDKINS SEDAN - 7500	FOUR PASSENGERS

These Prices F. O. B. Detroit (Canadian Funds); Duty, Sales and Import Taxes Paid.
At the present time orders on file for Lincoln Cars are such that delivery cannot be effected in less than six weeks.

LELAND-BUILT

Ford Motor Company OF CANADA, LIMITED.

"I never thought running a car cost so little"

That's what many folks say when they learn that the average cost of operating an Overland is only \$4 weekly—the price of a couple of theatre tickets. Reckoning 5,200 miles a year, here are the items of the average Overland driver's expense for running his car a week:

Gasoline (4 gals.) at Toronto price.....	\$1.60
Oil (1 pint).....	.25
Distilled water for battery, and grease.....	.40
Tires.....	1.50
Incidentals.....	1.25
Total	\$4.00

Think of the economy of this car, averaging 26 to over 30 miles to the gallon of gas! Think of its saving in upkeep, due to Triplex Springs that protect both car and passengers from road shocks!

As little as \$825 buys the 5-passenger Overland touring car, completely equipped from electric starter to speedometer. As little as \$4 weekly pays for its operation. Take a demonstration ride to test its comfort and you'll recognize it is the soundest automobile investment.

LOW IN FIRST COST LOW IN UPKEEP LOW IN DEPRECIATION

EASTERN MOTORS, LIMITED
St. John—Fredericton

Touring \$825

Roadster - - \$ 825
Special Touring 1000
Sedan and Coupe 1295
F.O.B. Toronto
Sales Tax Extra

Willys-Overland Limited
Head Office and Factories
TORONTO, CANADA
President
Toronto, Montreal, Windsor, Regina

MANY GARAGES NOW
SERVE AS HOME

Sacramento, March 30.—The lumber shortage is filling an economic want in Sacramento as the part of people who are erecting new homes but desire

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**MANY GARAGES NOW
SERVE AS HOMES**

Sherbrooke, March 30—The humble garage is filling an economic want in Sherbrooke as the part of people who are erecting new homes but desire to

wait until building costs drop still further.
A large number of permits for garages do not mean that they are for the exclusive use of cars, but in many cases are to be occupied by families.
Because of the scarcity of rent houses and flats, many prospective

business who have lots are making at least a temporary use of their property by first putting up their garages, in which they expect to live until other quarters are constructed.
City Building Inspector Ben H. Covell stated there is no violation of the housing regulations so long as the sanitary precautions are taken.

**Dodge Brothers
Motor Cars Have
Proven Their Worth**

Every Year Sees This Popular Car More Efficient in Every Detail.

For many years Dodge Brothers Factory at Detroit was used exclusively for the manufacture of parts for the Ford. In 1914 Dodge Brothers decided that they would abandon the making of Ford parts and build a Motor Car of their own. These two engineers never had in contemplation the building of an automobile. Their idea was to build Transportation—something durable, with low operating cost and economy of upkeep.

For eight years Dodge Brothers have endeavored to improve this Transportation—give it more endurance, make it still more economical of operation and the changes during that period have totalled over 10,000. Therefore, a man in purchasing a Dodge Brothers Car today is not buying a gamble—he is buying a proven article with 8 years' Factory experience behind it, an article with thousands of improvements embodied in it.

There is only one casting in a Dodge Brothers Car, i. e. the Cylinder Block. Otherwise the car is steel from bow to stern. The fenders, hood, cowl and body are all pressed steel, electrically welded—Not a rivet in the body—nothing to work loose and rattle. The gears are all steel, fellows of the wheels are steel and even the spark and throttle control levers are forgings.

The finish is enamel, baked on—not paint and varnish, and will last for years as the lustre can always be brought back to the enamel by a very simple treatment.
Other features are:—Eight roller bearings in the rear axle alone and roller bearings in the front wheels. Copper tubing in the radiator, making the cooling system more efficient than composition. The finest hand buffed (not machine buffed) leather upholstery that can be made from hides—cured and finished in Dodge Brothers Factory. Material is all tested in the raw in Dodge Brothers metallurgical department and laboratories—and only such pig iron, steel bars, etc., as pass the tests are accepted. Over 95 per cent. of the car is made in the factory under the supervision of more than 800 inspectors. The cylinder block is cored out, so that the mixture is drawn through short intake past hot cylinder walls and passes into combustion chambers heated. This makes for easy starting in cold weather, economy of fuel consumption and avoids injurious practice of allowing raw gasoline to be drawn into the cylinders. One carburetor adjustment only—and this controlled at the dash. It is neither a flooder or a choke—but operates a sleeve around the metering pin and regulates a proper mixture at all temperatures. When driving in high, there is not a single gear turning in the transmission, a saving in friction alone of 5 miles in 35. Seven Plate disc clutch needing no adjustment and insures a smooth and gradual clutch engagement. Originally 110 inch wheelbase, now 114 inch, as engineers have established the fact that for all road conditions nothing under 114 inch gives the same results and nothing between 114" and 136." Steering gear worm and worm wheel type, 14" brake drum and 22 x 4 Cord Tires as against 12" brake drum and 32 x 3 1-2 Fabric Tires used for years. Alemite greasing system—whole car can be gone over in 15 minutes, with minimum effort and no dirt. Noiseless self starter and no train of starting gears—no teeth to be stripped in fly wheel, etc. Headlights revolve in socks as trouble lamps. Oilless bushings in brake operating shafts.

1920 the best year—1921 the worst year ever known to Automobile manufacturers. In 1921 the average of all builders excluding Dodge Brothers was less than 50 per cent. of the 1920 sales. Dodge Brothers sold 107,000 cars in 1921 or 90 per cent. of the cars they sold in 1920, this proving that the demand for Dodge Brothers Cars is as great during the worst selling year as in the best.

Owing to the mechanical construction, Fire Underwriters have placed Dodge Brothers Motor Vehicles in Class "B" with the highest priced automobiles and other highest priced automobiles.
Dodge Brothers Motor Cars are sold in St. John by The Victory Garage & Supply Co. Ltd., 95-94 Duke St., and will be on exhibition at the Automobile Show There are Associate Dealers and Service Stations for Dodge Brothers Motor Cars in practically every town of any size in the Maritime Provinces.

**Most of Accidents
On Straight Roads**

That Is Experience of State of Maryland, According to Report.

Contrary to general belief, more accidents occur on straight highway stretches than at curves or road interchanges, according to Harry D. Williar, assistant chief engineer of the Maryland State Roads Commission. During the past two months Mr. Williar has been keeping a record of highway accidents in his state and he says that a majority of the accidents are due to speeding, failing to give right of way, and bad driving. Sixteen accidents occurred on the Baltimore-Fredrick Highway, the straightest and perhaps the most widely used road in Maryland, and four of them were fatal. "It seems to be the weakness of a motorist," said Mr. Williar, "to hit her up on a straight stretch or roadway. On roads where there are curves there is a disposition to be more careful."

Sixty-seven accidents occurred on Maryland highway during the past two months, fourteen persons being killed and thirty-three injured. Mr. Williar attributes the cause to faulty driving,

violations of the law, failure to heed warnings, speeding, driving on the wrong side of the road, and attempts to pass other cars or trucks. Mr. Williar's investigations, as have many others, refute the oft-repeated contention that most accidents on smooth, hard-surfaced roads are due to skidding.

Degree
Said a friend to the proud father of a college graduate who had just been awarded an A. M. degree:
"I suppose Robert will be looking for a Ph. D. next?"
"No. He will be looking for a J. O. B."—Life.

Site Film, Germany
Night Owl—"But the alarm firemen will you?"
Room-mate—"You and the chief!"
Every thing comes to him who waits, but he who doesn't advertise waits longest.

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Protect You:

- If your car burns.
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ALL KINDS of Insurance written.
We shall be pleased to quote rates on application
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There will be more Automobiles around Town this Year than ever before. You will, therefore, be more Liable to Accidents. Why not let us Insure your Car Now for

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Insurance of Every Description

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See Our Combination Policy covering Fire and Theft, Public Liability, Property Damage and Collision.

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REGULAR ATTENTION CUTS COST OF CAR OPERATION

Neglect, Ignorance and Abuse Are Unholy Trinity Responsible for High Cost of Maintenance, Impaired Efficiency and Short Life of Many Cars.

There are many little expenses about running a car which total a considerable sum. A wheel, a tire, a quarter, a dollar do not seem much at the time, but they pile up the cost per mile.

A car which lasts with ordinary care three or four years if given intelligent care by the owner might be made to last from eight to ten more years. This means taking extraordinary care and a thorough knowledge of the working parts, and how to keep them in condition, and it means doing faithfully and persistently the things necessary to keep everything in order.

We might be as well to take care of the cars we have rather than let them go to rack and ruin for lack of care. We have heard about waste of fuel and food, and it is about time we heard something about waste of automobiles. A good many automobiles are wasted more than they are used. In some cases this is due to carelessness, and in others to lack of knowledge of what to do and how to do it.

Take tires, for instance. The cost was to neglect is often greater than the cost of actual wear. Some of the things which cause excessive wear and deterioration of tires are: Driving into holes in the street or in deep ruts; curving corners at too high speed; stopping the car so quickly with the brake that the wheels slide on the pavement and a harsh clutch jerks the car suddenly from a standstill, causing needless wear. Then there are such things as letting the front wheels get out of alignment, so that they do not run parallel, or nearly so, the action being that the tire is slid instead of being rolled over the road. There should be a slight toe in for

mechanical reasons, but if this is allowed to go beyond the proper limit it costs money.

Adjusters tell us that a very large percentage of tire failures is caused by under-inflation, which allows the tires to flatten and breaks the side walls. Every tire should be tested with a gauge and not with the eye or hand, and kept to the pressure named by the tire-maker.

To get the greatest life out of a tire it should be watched continually for small cuts through the rubber to the fabric. Most tires will be found after a short service to have from two to a dozen such cuts. These will allow sand to work in and loosen the rubber, and then moisture gets in and rots the fabric. There are preparations with which these cuts may be healed in a few minutes. Serious cuts, especially where the rubber is loosened from the fabric, should be taken at once to the vulcanizer.

While oil and grease of good quality cost money, their proper use will save many times their price in replacement of parts. On the other hand, a waste of lubricant makes unnecessary expense. Especially with a new car, oil and grease should be watched carefully until the bearings have time to work in. That is the time when expense for replacement of bearings is most likely.

It is not generally realized that a large number of things enter into the economical use of gasoline. To get the most out of a gallon of gasoline at moving parts must work properly. This means proper lubrication. The brakes should not drag; each cylinder of the engine should fire properly; the clutch should not slip, and the car

USE OF TRAILERS IS NOW FAVORED

Enables Truck Owner to Increase Capacity at Small Expense.

A recent canvass of the leading truck manufacturers in the United States has disclosed the fact that a large majority now not only recommend the use of semitrailers in connection with their standard truck equipment, but are also manufacturing special trailers to be used in conjunction with the semitrailer. It has been found that more than one-half of the largest truck manufacturers are either building a short wheel base truck or a special tractor for use in this manner.

Husky Affairs.

These tractors and trucks are designed especially for draft work, having very short wheel base, extra strong frames, heavier axles, wheels and springs, larger tires, lower gear ratios and special built-in attachment devices for the trailers or semitrailers.

One dealer who has given the question special attention says: "I have found that on ordinary roads with moderate grades almost any good truck has a sufficient excess or reserve power to haul, in addition to its own capacity load, a trailer with an equal load, or by the substitution of a semitrailer with a fifth wheel, for the truck body, to haul a load of double or triple its rated capacity."

Real Talent.

"A great many truck and trailer companies now employ transportation engineers who have made a special study of all phases of haulage and whose duty it is to analyze the customer's requirements and recommend the particular equipment best suited to meet them. By calling such experts into consultation the prospective purchaser of haulage equipment finds a solution for the most difficult trans-

portation problems, and avoids costly mistakes such as the purchase of trucks that are too large, more trucks than are needed, trucks not well adapted to his needs, or trucks that would have to stand idle for several hours in the working day while loading or unloading.

"As it is to the best interest of both truck and trailer manufacturers to deal honestly with the customer and sell him only such equipment as will give him most satisfactory service, their transportation engineers will recommend the use of tractors and trailers only when his analysis of the requirements and operating conditions show that they will be most efficient and economical."

"The use of trailers enables the truck owner to greatly increase the capacity of his truck at a very slight additional expense and in many cases makes truck operation economical where otherwise they could not be used to advantage or compete with haulage by them."

We Make St. Croix Auto Truck Bodies

---the kind that is so well and favorably known all over the Maritime Provinces

We Carry in Stock Eighteen (18) Different Styles of

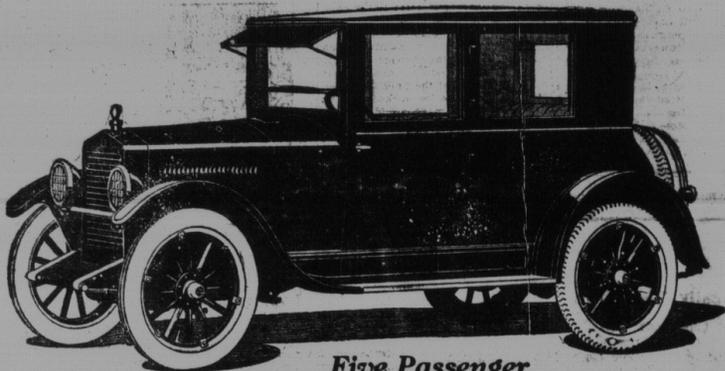
Ford Truck Bodies and Cabs

Including Stake, Dump, Express and Furniture Bodies

If you are in need of a Truck Body of any sort, wire or write us

Haley & Son, St. Stephen, N. B.

The Essex Coach \$2075 F. O. B. St. John.



Five Passenger

A New Type Car For All Seasons

You will like the Essex Coach we now show for the first time. You will like its good looks, its utility, fine quality and attractive price.

It fulfills the requirement of business and professional men with economy and satisfaction.

And it also is amply large to meet the family need in both city and country service.

Essex developed the Coach to meet your wants. Now you can get a fine closed car for a trifle more than you pay for an open car.

The performance is the same as that of the open models. It will gratify your demands in utility and reliability.

You Will Enjoy Driving It

There is much about the Essex Coach that will appeal to you beside its attractive appearance. All controls are easy to reach and easy to operate. Clutch and brake pedals re-

quire hardly more than a touch. You will like its response to wheel and throttle.

It is fleet and nimble. It rides easily over rough roads and may be driven in the country the same as an open car.

It is easily turned and parked in narrow spaces. Very little attention is required to keep it in prime condition.

Will Give You Long Service

Both the chassis and body are built to give long service without annoyance or expense. An unusually sturdy frame and the manner of body construction practically eliminates squeaks and rattles. Doors are hung on four hinges and rest on fittings that keep them tight and solid.

The Chassis is the New and Improved Essex, which everyone knows so well for its reliability and endurance.

You will be delighted with the Essex Coach. You cannot ignore its price.

Has These Fine Car Details

Dash controlled ventilator.

Wind and rainproof windshield.

Sun visor.

Luggage and tool locker, opened from rear.

Newest type easy operating crankhandle lifts on door windows.

Four hinges on each door and fittings that hold doors solid—very important.

Fine texture, long wearing upholstery and rugs.

Radiator shutters and motometer for efficient motor control.

Cord tires.

Come See the Coach—You Will Like It At the Motor Show

Motor Car and Equipment Co., Ltd.

Distributors for New Brunswick

Showroom: Corner Charlotte and Duke Streets

Service Station: 108-112 Princess Street, St. John, N. B.

Chandler Six A Powerful Car

You need only look at the Chandler to be convinced that it is a Supremely Fine Motor Car.

Do more than admire its beauty—Analyse its value—Learn of its faithful and dependable performance.

When buying a car be honest with yourself. Take a demonstration behind the wheel of a Chandler—Take a demonstration in any other car of any price or size, and then—DECIDE.

Arrange for that demonstration at once.

The sooner you buy a Chandler the longer you will realize the top joy of automobiling.

The Most Closely Priced Fine Car

When at the Motor Show come and see us. We will be pleased to show and explain to you the special Chandler features and also the additional equipment. This equipment goes only with cars ordered during the show.

Southern New Brunswick Motor Sales Company

EIGHTY MILLION SPENT ON

Programme of Extension by Improve Conditions Canada.

Ottawa, March 31.—The programme of extension to be so rapidly replacing the means of transport and roads are so vitally essential to the progress of the country in the broad, federal scheme of highway improvement. Last year alone, this year the work ahead in the super structure year there were labor difficulties year none is foreseen. The plan is that the whole scheme completed within five years of eighty millions of dollars the work is nation wide and in the west as well as in the eastern provinces. The expenditure in the eastern provinces long it will be possible to a good, uniform system of all the way from Windsor and Sydney. The expenditure many millions on highway means is justifiable on many but not the least of them that there are 400,000 automobiles in Canada, representing a investment of some \$350,000,000. A car is no longer a vehicle alone, but, long since, has become a most practical commercial proposition. From either point of view, are most desirable. It is also, to note that fifty per cent of the cars are owned by farmers. The Canada Highways Act was passed at the Session provided for the appropriation of \$20,000,000 to aid in the construction and improvement of highways. This amount was to be divided among the provinces practically on the basis of population and to be used 40 per cent of the cost of and market roads as might be upon between the Provincial and Federal Governments; the other 60 per cent to be used to facilitate traffic, encourage and stimulate trade and commerce.

The regulations adopted effect to the purpose of providing a programme map showing the roads, so adjusted and that the whole shall be so formed, as far as possible, in accordance with the system of interprovincial roads, this subsidy be applied. The provinces have filed with the Government the plans and have had them accepted. Mileage involved:

Prince Edward Island
Nova Scotia
New Brunswick
Quebec

The b is used th capacity n Well not emb features clearance

Cole's constructi such fine effect on This safety pr

Another you wil lined betw Cole's miles. Is

Y Do no the bump vety road This Ninety is

C

EIGHTY MILLIONS NOW BEING SPENT ON GOOD ROADS PLANS

Programme of Extensions Under Highways Act Will Vastly Improve Conditions Throughout the Dominion of Canada.

Ottawa, March 31.—In this programme as when the motor vehicle is so rapidly replacing the horse as a means of transport and when good roads are so vitally essential it is satisfying to report satisfactory progress in the broad, federal scheme for improved highways. Last year the work went ahead in the super structure. Last year there were labor difficulties; this year none is foreseen. The expectation is that the whole scheme will be completed within five years at a cost of eighty millions of dollars. While the work is nation wide and going on in the west as well as in the east, particular reference is made to its progress in the eastern provinces. Before long it will be possible to motor over a good, uniform, system of roadways, all the way from Windsor to Halifax and Sydney. The expenditure of so many millions on highway improvement is justifiable on many grounds; but not the least of them is the fact that there are 408,000 autos in operation in Canada, representing an investment of some \$350,000,000. The car is no longer a vehicle of pleasure alone, but, long since, has become the most practical commercial utility. From either point of view, good roads are most desirable. It is interesting, also, to note that fifty per cent. of the cars are owned by farmers.

The Canada Highways Act, which was passed at the Session of 1919, provided for the appropriation of \$20,000,000 to aid in the construction and improvement of highways. The amount was to be divided among the provinces practically on the basis of population and to be used in paying 40 per cent. of the cost of such main and market roads as might be agreed upon between the Provincial and Federal Governments; the object being to facilitate traffic, encourage production and stimulate trade and commerce. The regulations adopted for giving effect to the purposes of the act provide that each province shall prepare a programme map showing a system of roads, so adjusted and arranged that the whole shall be so-related and form, as far as possible, a general system of interprovincial roads; and upon this system of roads only shall this subsidy be applied. Each of the provinces has filed with the Federal Government the plans called for and have had them accepted. Mileage of different systems is as follows:—

Ontario	1,825
Manitoba	3,000
Saskatchewan	2,500
Alberta	2,475
British Columbia	1,977
Total	14,952

The total estimated cost of bringing this system of roads to a standard of efficiency is \$21,000,000, towards which the Federal appropriation will be applied.

It will be seen that the intention of the provinces is not only to provide for the absorption of the federal appropriation but for an additional amount which they themselves have provided by provincial legislation.

For a number of years road improvement throughout Canada was regarded as a function of purely municipal government. Gradually the interest of provincial governments was awakened and it can no longer be charged that road improvements is, as at one time, treated with neglect by provincial authorities. The principle of centralized supervision and control of roads has now been adopted by all provinces of Canada and each provincial government now has a department or branch having definite responsibilities with respect to leading roads.

Provincial Systems.

In Prince Edward Island all rural roads are under the management of the department of Public Works. Similarly in Nova Scotia all roads are constructed and maintained by the province. In New Brunswick, under a provincial highway engineer under the department of public works, provincial expenditure is applied to roads. The Province of Quebec has a department of roads, a system of provincial roads and is extending substantial aid to leading municipal roads.

Ontario has a department of public highways, has created a system of provincial highways and for some years has given financial assistance to a system of country roads; the province is now aiding township councils in the maintenance of township roads. Manitoba has a highway commission connected with the department of public works and assistance to the extent of one-third to two-thirds of the cost of bringing leading roads up to the prescribed standard is contributed by the province. The provinces of Saskatchewan and Alberta each have highway departments, and in British Columbia highway construction is the chief duty of the department of public works, under trained highway engineers.

Each of these provincial departments is directed by engineers who are able to bring all necessary technical skill to bear upon the work. These organizations have already had much valuable experience in dealing with the varied conditions peculiar to each province.

Diversity of Method.

In so great an area as the Dominion of Canada there is necessarily much diversity with respect to details of road construction as influenced by climate, materials available, drainage and subsoils, traffic and the public attitude towards method of management; and the federal department strives, as far as possible, in consultation with the provincial department, to make the standard of construction suit the local provincial conditions. The amount of federal aid to be available was made substantial and spread over a term of five years, in order that the provinces might lay down a comprehensive provincial plan and have something tangible and substantial to show for the expenditure at the end of the five year period.

It is believed that the most lasting benefit will result from confining the federal grant to a restricted mileage so that the expenditure will be upon durable work. Each of the provinces is obliged to give an undertaking to maintain the work aided by federal funds up to standard of construction.

Slow Process.

Road construction is essentially a slow process and the provinces find that they have very largely to rely upon local labor for carrying out the work. Consequently it is not found practically to commence at one end of a long road and concentrate the forces, but rather, that work should be undertaken at various market points, each of these to be extended annually until a connected or completed system finally results. Under this method all the spare help in each community is available where such help could not, in most cases, be assembled and held on a continuous stretch remote from their local communities.

Conditions of traffic vary in the different provinces and what is regarded as heavy traffic in one is comparatively light in another. Particularly in industrial districts and in the neighborhood of large cities the use of motor trucks is rapidly increasing, demanding proportionately heavy construction. For these reasons one standard class of road surface is not aimed at, nor one general type of construction. It is believed that even properly constructed and well maintained earth roads pending growth of traffic on main lines have a proper place in the development of a road system as a stop towards suitable permanent surfacing within a reasonable period. The highway departments seem to favour the method of developing roads on general principles of durability, including such details as construction of permanent culverts and bridges, the classification of roads according to their importance, grading to a systematic and generous width

as will freely accommodate present and prospective traffic, thorough drainage, the straightening of existing highways and the widening of existing grades, separation of railway grades, the building of a base of gravel and broken stone that will properly serve the present requirements, and surfacing with a durable material such as the nature of the traffic demands and the extent of the service will justify. Care is taken so that the location is the best that can be secured in the vicinity.

The poorest and weakest sections of the roads designated are under taken first, making each year's work an extension of the one proceeding until the whole road is brought continuously to the required standard.

System Extending.

In the days of the horse-drawn vehicle, traffic was restricted largely to the towns and seldom beyond the country, but with the motor vehicle of today and the vehicle of the future it is quite apparent that even provincial boundaries will be forgotten; and, to meet this growing demand the authorities realize that road-building should now be treated as a work to be particularly viewed, seriously considered, skillfully designed and carefully carried out by the most capable and economical methods, and that this should be maintained by similar methods of care and ingenuity. To this end it is believed that the federal aid will be a great encouragement.

It is realized that to carry this to effect is by no means an inexpensive undertaking, requiring the most careful co-operation between the provincial and federal authorities.

With reference to the new roads system in Eastern Canada it may be said that, in Ontario, the program provides for the improvement of the main road from Toronto to Hamilton and through Brantford, Paris, Woodstock and London to Windsor, a branch extending from Hamilton to Niagara Falls and another from Niagara Falls around Lake Erie to Windsor. Then there is a road from Toronto through Galph and Stratford to Sarnia with a branch to Owen Sound. The Hamilton-Gait-Kitchener road is, likewise, being improved and also the roads from St. Thomas to Stratford and from Toronto to Muskoka. Basterly, there is the main road from Toronto to Kingston, Brookville and Cornwall to the Quebec boundary at Coteau, with a branch from Prescott to Ottawa and another from Ottawa, easterly, along the south shore of the Ottawa River to Point Fortune. The last link of the system is a road from Ottawa to Perth and along the Rideau to Kingston. Quebec follows.

Quebec is well ahead, already, in its system with permanent, first class highways from Montreal to Rouse's Point, Montreal to Three Rivers and Quebec and from Levis to Jackman, Maine. Comprised in the new scheme are roads from Montreal to Hull and Aylmer, from Montreal through the Laurentians to Mont Laurier, from St. Lambert to Levis and, thence, to Rimouski with a branch down to Ed-

monton or B, from Riviere du Loup connecting at the former with the New Brunswick system; a road from Montreal to Deser's Line, Vermont through Sherbrooke; one from Beauce Junction to St. Hyacinthe, another from Beauceville to Sherbrooke and on to Sorel, Caughnawaga to Malome, Levis to Richmond and Legrain to Lacolle.

In New Brunswick the system will include the big highway down the St. John Valley from Edmondston to St. John and on to Moncton, across country line from Fredericton to Chatham and Newcastle, a road from St. Andrews and St. Stephen to Fredericton and one down the north shore from Metapedia and Campbellton, southerly to Moncton.

The Nova Scotia roads will be from Amherst to Halifax, Truro to New Glasgow Antigonish and on to Sydney, Halifax to Yarmouth via the Annapolis Valley and around the south shore back to Halifax.

In Prince Edward Island they will improve the roads from Charlottetown to Summerside and Tignish and from Charlottetown to Georgetown and towns with a number of smaller roads. The programme is ambitious, with Eighty millions will go a long way in producing good roads, in improving conditions of travel and transport, and generally in making Canada a better place to live in.

Expression of Art In Coach Building

Industry Had Origin in Poland—Rivalry of Great Craftsmen.

Coach building always has been an art. Whether it reached its peak in the days of the magnificent horse-drawn vehicles of royalty or whether that honor belongs to the special creations which mark custom-built automobile bodies is a matter of opinion. Coach building had its start in Poland. Few realize that the country separating Germany from Russia gave to the world the first fine sample of coach building. Such was its excellence in early days that the English investigated and took up the art, and afterward came the French.

All of the craftsmen and designers of the empire and kingdom participated in this rivalry, and examples of the work of other centuries reflect not only keen vision, wonderful art on the part of the designers, but hand work on woods and metals that always will rank among the clever creations of men.

The source of some of the inspirations is striking. An English coach builder was passing through the Alps when he saw an oddly contrived goat cart. He sketched the lines and when he returned home he worked out the cabriolet, which made an instant appeal to those who wanted the finest equipages. The first part of the word cabriolet is a translation of what

they called the goat where the cart was discovered.

Stimulus of Creation

The designer has had the incentive of creation as his goal, and those who enjoy the splendid motor coaches little think of the time and thought which the carrying out of the idea required. That greatly desired touch of the exclusive, the individual, has forced the designers to search the innermost recesses of their ingenuity. Then came the work of making these lines a fact, and workmanship which marks the period furniture so freely copied never was better than that on some of the bodies today. The designer of the automobile body

has many things to take into consideration. Primarily the lines must be such that the body will be clever. It must also be comfortable and it must balance with the chassis so that the car is harmonious from end to end. Beauty does not mean lavishness or colors, nor does it include flashiness. Lines of almost severe plainness at times are those which command quick commendation from the automobile show visitors. Too little thought of real grace has been given to some of the bodies which come forth by the thousands.

Sad Example

Crackedness never pays in the long run. Look at the corkscrew.

Exide BATTERIES

What We Can Do For You

If you own a car we believe we can be of real help to you. No matter what make of battery you have, our job is to make it last as long as possible, and we are equipped to do this. At this station we try to give a real meaning to the word service. You can be certain of impartial advice, skillful work and reasonable prices.

Not until you really need a new battery will you be asked to buy a long-lasting Exide.



District Distributors
C. J. MORGAN CO., LTD.,
43 King Square,
St. John, N. B.

No Car at Any Price is Better Engineered

The best engineering practice known in two continents is used throughout in the Cole Chassis, from the big, capacity radiator back to its husky, unbreakable rear axle.

Well known cars selling at twice the price of Cole do not embody many of the desirable advanced engineering features which you find in the Cole Eight Ninety—constant clearance pistons, for example.

Cole's improved rear axle is the finest, most expensive construction found in any car. It is so husky and made of such fine steel that no amount of abuse has the slightest effect on it.

This same standard of design and liberal margin of safety prevails throughout the entire chassis.

Another thing you will never get in Cole Eight Ninety—you will never get squeaks, because every car is carefully lined between body and frame with thick strips of cork.

Cole Eight Ninety is good for hundreds of thousands of miles. Is anybody else offering you such serviceability?

You Will Never Bounce Out of Your Seat in Cole Eight Ninety

Do not be afraid to make this test. "Open up" and hit the bumps—hard. You will be amazed at the smooth, velvety roadability of this great car.

This one single point of superiority in the Cole Eight Ninety is turning sales for it all over the country.

Meanwhile, write us for "Twelve Reasons Why"—and you will receive a personal letter from us telling more in detail why your next car should be a Cole.

Practically Nothing for Upkeep

With any decent kind of care Cole Eight Ninety will run a hundred thousand miles at practically no maintenance expense. The motor does not get out of adjustment or tend to carbon. It can never get loose-jointed or rattly. You can't break it up. "Just give her fuel and drive your head off" is the Cole service department's advice to every new Cole Eight Ninety owner. Wouldn't it be a relief to own a car like that?

Twenty Thousand Miles on a Single Set of Tires

is not unusual with Cole. We have a pile of letters two feet high from owners who have enjoyed that much or better. These letters are available to any one who wants such a remarkable statement confirmed.

Twelve to Fifteen Miles on a Gallon of "Gas"

While many Cole owners claim far more mileage than this, we have made due allowances for their enthusiasm, and will only state what we know any Cole owner will experience. The car is also extremely economical on oil.

"The Lowest First Cost and the Lowest Upkeep"

that you will find in any high grade car" is the repeated statement of Cole owners from coast to coast. When you become a Cole owner you will be making the same boast yourself—it's remarkable how a Cole owner boosts the car of his choice.

Your Cole Will Never Be an Orphan Car

because the factory behind it is one of the strongest in the world. The Cole Motor Car Company does not owe a dollar. It has no preferred stock or bonds and it has a strong cash reserve. In its whole history it has never passed a discount. Ask your banker—he knows.

Not a Stunt Car But a Wonderful Day-In and Day-Out Performer

The harder headed a man is, the more he swears by his Cole. He knows that it will take him anywhere, bring him back on time, and that no one can ever humiliate him in any kind of a test, or by comparing bills from the repair shop.

And Every Woman Who Sees Cole Eight Ninety Raves About Its Beauty

Take your wife or your sister to the nearest Cole sales-room and watch the expression on her face when the beauty of the Cole models on the floor hits her. She will clasp her hands and exclaim almost breathlessly—"I have never seen such a superb car—anywhere."

If Your Present Car is Not a Cole, the Reason is Obvious—You Do Not Know the Cole

When do you want us to make good on this challenge? We're ready any time. Call up the nearest Cole dealer. He has a new Cole Eight Ninety FULL OF "GAS" AND READY TO GO.

COLE MOTOR CAR COMPANY

MARITIME DISTRIBUTORS

GREAT EASTERN GARAGE CO., LTD.

MOTORISTS CAN AID USED CAR PROBLEM TO OWN ADVANTAGE

Gradual Abolition of "Trade In" Custom Has Many Advantages—Dealers Urge the "Sell It Yourself" Plan as Partial Remedy.

In this problem of the used car the motorist has not been calmly looking on and awaiting developments, never realizing that much of the solution lies within his own power. Dealers through their associations, in a number of cities are taking radical steps in an effort to guard against taking any further losses on used cars taken in trade; and the manufacturers are at present working on a number of plans to relieve the situation. All these plans, tentative or contemplated, involve the car owners and are, therefore, developments in the game which which at least he ought to be acquainted.

For instance, a number of dealers' associations have definitely determined what the "trade in" allowance on all cars shall be. Naturally these figures are low enough to protect the dealer against loss from additional depreciation and are meagre enough so that the prospective purchaser of a new car does not relish the idea of having the dealer take the old car off his hands. That, however, is precisely the thought the automobile trade is trying to convey to the car owner. Ever since the automobile business began it has been the custom for the motorist to expect the dealer to grant a liberal allowance on the old car and to take complete charge of its disposal. The dealer, too, came to regard this as a time-honored custom, and would doubtless still be honoring it were conditions where they would two years ago.

Conditions Changed.

But conditions in the automobile world suddenly changed to black and are only now donning a bit of white here and there, with bright colored trimmings at the cleaners in preparation for use when 1922 gets well underway. Liberal allowances for used cars are no longer possible, especially since prices for new cars include but a small margin for selling, advertising and contingencies arising from cars which are more or less encumbered by taking the buyer's old car as part payment, time payments, accessories required to be included because of local competition, and so on. The motorist, as a consequence, is being denied the privilege of attractive offers for prompt disposal of his old car—and it is all for good. What is he to do with the old car if he wants a new car? Will he turn it in at the dealer which the dealer is safe in allowing, or will he sell

tempt to spin his point by holding off and making the old car do another year? In the first case he would be taking his loss all at once, which while it might tend to hasten the complete readjustment of the automobile market would hardly be logical. Inasmuch as there is a better way of disposing of the old car as I shall presently explain.

The second alternative is inadvisable; first, because it is impractical to run a car for another year in anticipation of being able to decrease the amount of loss which must be taken upon selling it, for the car depreciates a little more every time it turns a wheel and would drop in value no other reason than because twelve months have elapsed. Secondly, to hold off buying a new car for another year would not only seriously injure the automobile business but would heap even greater losses upon the motorist's head. The motorist will suffer as much as the trade, for if difficult selling and competition force the price of new cars down any further it simply means additional and great losses to be taken by present car owners when they are eventually forced to buy new cars.

In Open Market.

The trade is endeavoring to educate the car owner to the advantages of disposing of his car in the open market. The value of the car is then subjected to the simplest operation of the law of supply and demand. If the car owners who want to dispose of their machines so as to be in a position to purchase 1922 models would sell their wares in the open market we would soon see a decided improvement in the used car market, with prices more in the seller's favor.

Conditions would begin to reverse if car owners would advertise their old cars and stand out for higher prices. The "good buys" in used cars would then disappear from the dealers' service stations and could only be had from individuals who would be in no hurry to sell. Motorists who are going out into the open market in an effort to sell their cars are finding better prices prevailing and are thus taking less loss on their original investments than if they accepted a dealer's low allowance. It is a little longer process and requires a bit of inconvenience.

SERVICE WILL BE IMPROVED THIS YEAR

Car Owners to Benefit Under Prophecy Made by President of the Automobile Manufacturers' Assn.

This year will be one of growth and expansion in the motor vehicle industry. In the opinion of Colonel Charles Clifton, president of the National Automobile Chamber of Commerce. "By this," he says, "I do not mean necessarily that there is going to be larger production. The production of 1922 probably will not be exceeded in 1923, but this is only one particular in the scope of motor transportation. "More attention will be paid to the needs of the individual owner. The repair parts business of the factories will be better organized. Government and other agencies will carry on studies of transportation costs which will affect ownership and operation. Development will give the motorist more value per vehicle. The export market will be better.

Better Service to Owners.

"In 1922 we are going to see better service to the individual car owner. The industry in the past ten years has been working in the laboratory. It has been making a product new in the history of the country. Many companies are giving and have given splendid service to their owners, but for the industry as a whole there is a great opportunity for growth. It is a complex situation to deal with because good service to the owner is a matter of personal contact with the local man in the field. Fortunately, time is gradually eliminating these local shops which have not served the customer well. Time also is giving the local man a chance to know what the motorist wants. 1922 will give many factories an opportunity to aid their local dealers in giving satisfaction to the car owner. Concretely, this will mean that the dealers' inventories will be better balanced, so that there seldom will be delay and expense due to telegraphing the factory for parts. The owner will have a better idea of what his repairs are going to cost him. There will be increased emphasis on cleanliness and courtesy. Owners can protect themselves by patronizing authorized service stations and then, if they feel they are entitled, they will confer a favor on the factories by entering a vigorous protest to the home office.

Brightening Export Trade.

"Improvement in export trade became noticeable in October. In the months preceding there had been a halting of demands in foreign markets as a direct result of the disturbed economic conditions throughout the world. The lowest level for automobile exports in 1921 was reached in July, as far as commercial trucks were concerned, and in September for passenger cars. Compared with July, the truck shipments were higher by 75 per cent in October. The percentage of increase in case of passenger cars was 6 per cent over the September exports. A still greater improvement was noticed by the trade during November. Thus it is becoming evident

that the curve of export trade has turned directly upward. Visualizing Motor Transport. "Leading financial authorities predict a prompt recovery in the truck market with the return of better general business in the spring. The essential factor in the truck situation, however, are much wider than this. Elisha Lee, vice president of the Pennsylvania Railroad, has indicated the trend of motor truck transportation as follows: "The motor vehicle and the airplane are more likely to develop new transportation fields of their own, rather than extensively to invade those of the railroad. The telephone did not wipe out the telegraph; typewriters have not eliminated the use of pens and pencils. To the extent to which motor vehicles are likely to take over the short-haul freight traffic the railroads will probably be immediately benefited financially, because short-haul business is becoming increasingly unremunerative as a result of the high proportion of terminal costs which it must sustain. "We shall find in our larger representative motor freight terminals exercising important influences on transportation and production. Consolidations of existing motor freight lines will be brought about in the interest of the larger terminal responsibilities to the shippers. This is already in progress in New York, Rochester, Buffalo and other cities. Railroads Will Buy Motor Trucks. "In many instances we shall undoubtedly find, at times goes on that the railroads themselves will initiate the allocation of truck and freight car service. If you had the privilege of taking periodic airplane rides over the country you would find among other things that the smoke of the short line railroads would be growing less and less apparent due to the increased use of motor buses equipped with flanged wheels. Closer observation would reveal that the passenger carrying traffic is being allocated to street cars and buses, as the latter have been found to make possible the extension of service into new residential and manufacturing centres. "The imminence of the realignment of transportation facilities is quite apparent. Approximately 75 per cent of the hauling in the Texas and Oklahoma oil fields is being carried on by means of specially designed truck and trailer combinations. There is every reason to believe that in the transportation of coal from the mouth of the Mississippi there will be from now on a similar marked tendency to utilize power trucks. Just how expensive this movement will be may perhaps be gleaned from the fact that the products from approximately 3,500 miles are being conveyed by motor trucks or wagons at the present time. "With the increase in the number of good roads within the next few years there will come about a more extensive utilization of motor trucks by the farmer, as the Government estimates that he loses \$100,000,000 yearly marketing his crops on account of bad roads. Promise of the Townsend Act. "Anyone who has been shaken up on

Four Girls in A Car—Campers All

Party Travelled 1,418 Miles in Ten Days at Total Cost of \$112.

The novelty of discovering camps by auto has given way to discovering who does it the most economically. Though most motor campers say they take their vacation in this way through love of out-of-door life, rather than by reason of economy, still there is not a little interest in computing who can get the most fun for the least expense.

A party of four girls who took a 10-day trip from Detroit, Mich., into New York State, writing of the trip state with pride that in the ten days they covered 1,418 miles at a total cost of \$112, which included gas and a new tire. The party set out with three. "We left here on Saturday," writes one of the girls, "with provisions for ten days, also bedding. The first night out we slept under a tree on an old road about five miles from London. The next night we were within ten miles of Rochester. "On the following night at Schenectady the fourth young woman to the party joined the merry group. In the most strenuous day's drive 250 miles were covered, which included several detours. "After this," the chronicler states, "we took things much more comfortable, spending one night near Saratoga, another at the camp of a Schenectady friend up near Lake George." With the exception of two

Shows Bring Renewed Life. "The life of the automobile industry has the advantage of a rebirth with every year. The national shows at New York and Chicago, followed by other shows throughout the country, put a new spirit into the business. Then come the warm days of April, May and June with the open roads and the increasing demand for transportation by car and truck.

How To Attach Magneto Quickly

Hints of Special Interest in These Days of Magneto Thieves.

In these days of extraordinary activity on the part of magneto thieves, necessitating in many cases the nightly removal of magnetos where vans and lorries are stood in open yards, a few words on the easy replacement of these components will probably be welcomed by many drivers to whom the process is more or less a mystery. In the great majority of cases the magneto drive is of such a design that re-termining in the strict sense of the term is not necessary, as there are only two possible positions for the driving members to be re-engaged. In cases where this is not so, it is advisable before removing the original to mark the driving members with a centre punch, so that the exact position can always be found.

(1) Ascertain the firing order of the engine, which may be done by getting someone to rotate the starting handle, and observing yourself in what order either the inlet or exhaust valves open, 1, 3, 4, 2, or 1, 2, 4, 3, the former being more usual in European and the latter in American cars. (2) Turn the engine until the point is reached where the No. 4 exhaust valve has just finished closing and the inlet just commenced to open. (This brings No. 1 piston to the firing point.)

(3) Remove the distributor cover and turn the magneto spindle until the distributor brush is opposite No. 1 segment. When the contact breaker rotates the same way as a clock it is usual to make the bottom right-hand segment No. 1, the bottom left-hand being No. 1 when it is anti-clockwise.

(4) Slip the driving members into engagement, and fix the magneto to its platform. (5) Connect the high tension leads from the plugs to the distributor terminals in the order discovered in No. 1, bearing in mind that the distributor brush rotates in the opposite direction to the contact breaker. Thus, if the firing order is 1, 3, 4, 2, and the contact breaker rotates in a clockwise direction, the lead from No. 1 plug is attached to the bottom right-hand terminal No. 4 to the top left-hand, and No. 2 to the bottom left-hand terminals.

If the leads are carried through a tube that makes it difficult to trace them out each time, it is as well to mark them at the magneto end. This can be done very conveniently by twisting pieces of wire neatly round them, one round No. 1, two round No. 3, etc.

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A party of four girls who took a 10-day trip from Detroit, Mich., into New York State, writing of the trip state with pride that in the ten days they covered 1,418 miles at a total cost of \$112, which included gas and a new tire. The party set out with three. "We left here on Saturday," writes one of the girls, "with provisions for ten days, also bedding. The first night out we slept under a tree on an old road about five miles from London. The next night we were within ten miles of Rochester. "On the following night at Schenectady the fourth young woman to the party joined the merry group. In the most strenuous day's drive 250 miles were covered, which included several detours. "After this," the chronicler states, "we took things much more comfortable, spending one night near Saratoga, another at the camp of a Schenectady friend up near Lake George." With the exception of two

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Hudson Announces New Closed Body At Lower Price Level

Now Possible to Buy Enclosed Super-Six at Price Which is Inviting.

"Meeting the public demand for a quality enclosed car at a new and lower price level, the Hudson Motor Car Company has announced a new five-passenger closed model, the Hudson Coach, to be sold for \$2,750 at St. John. "It is now possible," says F. W. Coombs, manager of the Motor Car and Equipment Co., Limited, for a motorist to buy an enclosed Super-Six at about the same price as an open car of any comparable make. Motorists who have long wanted Super-Six performance can now afford it easily, and in an enclosed car at that. "For many months, Hudson officials have been experimenting in producing quality closed bodies at a moderate cost. They have felt that the public really prefers enclosed cars, and has held off from buying them only on a price basis. Working along these lines, the Hudson organization has developed an enclosed car which can be manufactured simply—that is, on modern principles—and yet retain all the characteristic quality and beauty of Hudson bodies. "The Hudson Coach strikes a new note in body design. None of the features of superiority which have marked Hudson bodies for many years have

The New Twin Four Classy Production

New Model 47 Oldsmobile Is a Pippin—See It at the Motor Show.

First Shipment of the New Model 47 Oldsmobile (New Twin Four) has been received for the Motor Show by H. O. Miller, New Brunswick distributor. This car Model is a strikingly beautiful car, equipped to the very last detail to supply the need of the most discriminating of buyers. In addition to the standard equipment, there are special features which can only be appreciated when seen at the show or by a personal demonstration.

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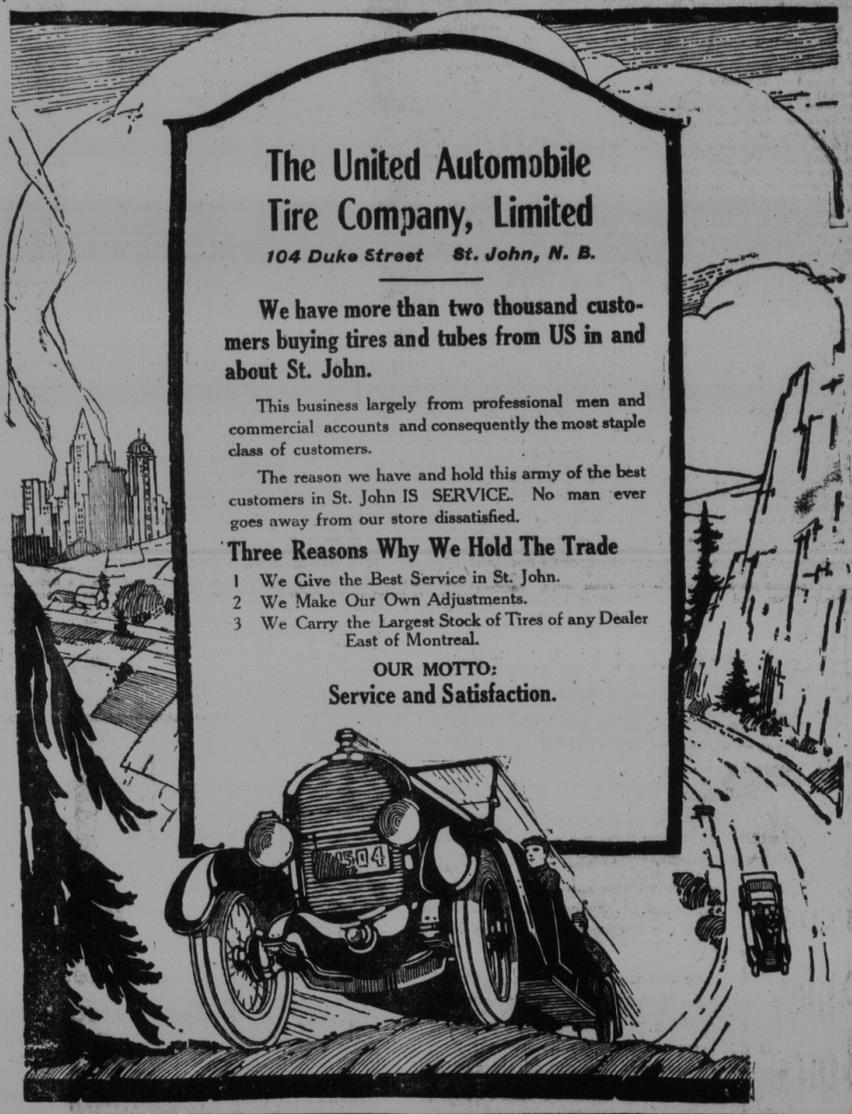
ONLY FRACTION OF POWER GENERATED

Less Than One-Eighth of Power Reaches Rear Wheels as Drivetrain Losses Occur.

The average motor car owner will be startled to be informed that out of all the power that is generated by the explosion in the combustion chamber less than one-eighth is delivered to actual driving force at the rear wheels. Astonishing as it seems, this is actually true. If, then, seven-eighths of the original power is lost on the way to the driving wheels, how vitally important it is for the car owner to see that no further and unnecessary losses occur during the journey.

With the Water.

Turning the power generated in the combustion chamber at 100 per cent, we find that the first loss amounts to 35 per cent, which is dissipated in the cooling water. Another 25 per cent is lost through direct radiation and in the exhaust gases. The exhaust pipe and muffler account for a further 2 per cent, and friction in the motor for nearly 6 per cent. Wind resistance uses up 7 per cent of what is left, and there is a loss through the tires of nearly 4 per cent. The transmission accounts for a further subtraction of practically 3 per cent. Need Not Worry. As long as these power losses are swept up their normal proportion there is no cause for worry, but let the car owner get careless in maintaining the vehicle and the losses immediately mount upward in geometrical ratio. Fortunately, by taking heed, it is not being utilized, because beyond that point the oil film, the protecting lubricant, would be broken down and the engine would be quickly ruined. However, by the use of thermostatic devices, designers have been able to reduce the amount of heat, which means power, wasted in the cooling water. What he can do, however, is to see that there is no leakage from the engine. This includes gas leakage, ignition leakage, oil leakage, etc. If there is such, must be good all the time, and there must be no leakage at the plugs or pistons. In gas leakage the head be sure to see that the gasket itself is perfectly clean and is mounted on clear surfaces. Avoid Dents. There must be no nicks or dents in metal or gasket. The head must be tightened carefully to avoid warping. It is advisable to give the threads of the spark plugs, valve pins and any other threaded device



The United Automobile Tire Company, Limited

104 Duke Street St. John, N. B.

We have more than two thousand customers buying tires and tubes from US in and about St. John.

This business largely from professional men and commercial accounts and consequently the most stable class of customers.

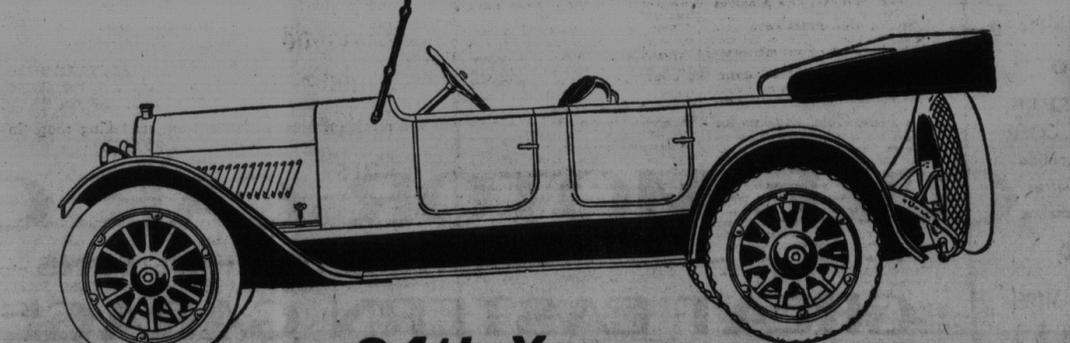
The reason we have and hold this army of the best customers in St. John IS SERVICE. No man ever goes away from our store dissatisfied.

Three Reasons Why We Hold The Trade

- 1 We Give the Best Service in St. John.
- 2 We Make Our Own Adjustments.
- 3 We Carry the Largest Stock of Tires of any Dealer East of Montreal.

OUR MOTTO: Service and Satisfaction.

Oldsmobile Sets the Pace



24th Year

Expert Automobile Radiator Repairers

We REPAIR and RE CORE Automobile Radiators of all makes.

5 Mill Street ST. JOHN, N. B.

ONLY FRACTION OF POWER GENERATED USED IN DRIVING

Less Than One-Eighth of Power Generated by Explosion Reaches Rear Wheels as Driving Force—How Unnecessary Losses Occur.

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The power generated in the combustion chamber is 100 per cent. We find that the first loss amounts to 35 per cent., which is dissipated in the cooling water. Another 36 per cent. is lost through direct radiation and in the exhaust gases.

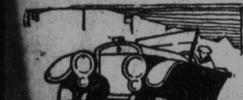
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Need Not Worry.
As long as these power losses are kept at their normal proportion there is no cause for worry, but let the car owner get careless in maintaining the vehicle and the losses immediately mount upward in geometrical ratio. Fortunately, by taking heed, it is not hard to keep the power dissipation under control, as we shall show.

The first item on our list, power lost through dissipation in the cooling water, can scarcely be controlled by the ordinary car owner. Within the past year or two, engineers have taken up seriously the problem of reducing this item of waste. By means of thermostatic control it is now possible to keep the temperature of the engine at or near its point of maximum efficiency.

Form of Power.
Heat is simply a form of power. But unfortunately the nature of the internal combustion engine prevents more than a certain degree of temperature being utilized, because beyond that point the oil film, the protecting lubricant, would be broken down and the engine would be quickly destroyed. However, by the use of thermostatic devices, designers have been able to reduce the amount of heat, which means power, wasted in the cooling water.

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for the AUTOIST

McAuley & Boire

Expert Automobile Radiator Repairers

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5 Mill Street ST. JOHN, N. B.

Good roads mean higher land values. Good roads bring higher rental incomes. Land owners should lead the road improvement crusade. Good roads mean more dollars in their pockets, and more pleasures for their families.

Good roads save time in hauling. Time is money. Hauling costs are lowered by good roads because the size of the load is limited by the worst spot in the road.

Good roads mean improvement. "No man liveth unto himself alone," but bad roads tend toward rural isolation. We can live but once. Why not enjoy the chance to go where we please, when we please? The motor car and good roads make all distances short.

Town pleasures and country pleasures are only a stone's throw apart if joined by good roads. The country boys and girls are less likely to leave the farm if good roads bring the neighbors nearer. Bad roads are a detriment to the farmer, but they are worse for the farmer's wife. Well kept roads mean better rural schools. Our country boys and girls are entitled to as good schools as our town children enjoy. The doctor has a better chance to save lives if good roads shorten the distance from office to farm. Profit, pleasure, and public spirit demand improvement of the roads. We want the day roads.

Studebaker Cars In Popular Favor During Season 1921

Their Popularity Rests in Quality, Durability and Dependable Performance.

E. F. Dykeman, local manager for J. Clark & Son, Ltd., says: "Notwithstanding the fact that the total number of all automobiles sold (except Ford) was 40 per cent less than 1920, the total aggregate of sales for Studebaker cars was 39 per cent greater than in 1920—and in Canada 64 per cent greater than in 1920. "The number of Studebaker cars sold in the year of 1921 in both Greater New York and in the Metropolitan district exceeded the sales of any other make except Ford.

Can't Cut It.
The car owner cannot cut down the consumption of power here, but he can keep it at its normal point by seeing that all these parts and accessories have a liberal quantity of lubricant of the proper grade and quality. The careful study of and attention to the directions on the lubrication chart are the safeguard here. Again, carbon deposits in the combustion chamber are excessive wastes of power. A vigilant eye in the direction and removal of such deposits before they have a chance to reach serious proportions is necessary. In some cases owners who have excessive carbon trouble may be well advised to install a water feeding device on their engines after the cylinders have been thoroughly cleaned. Water injected in this way in the form of steam tends to prevent the formation of carbon deposits in a clean cylinder.

There is one kind of power waste that is not to be excused, and that is through the use of too rich a mixture. This simply means that more gasoline than is necessary is being burned up and going out of the exhaust, possibly even in the form of liquid. And what is this but the most direct and criminal sort of waste, which the owner can stop any time he desires.

In addition any liquid fuel in the combustion chamber may work down past the piston rings into the crank case, and there contaminate the oil and increase the loss further by lowering the lubricating efficiency.

SUGGESTIONS TO CAR DESIGNERS

Accessibility of Various Parts is Desideratum, Says Auto Car.

To those widespread manufacturers who are searching their chassis for points of improvement which will endear it to the heart of the eventual owner, we would make the following suggestions, says the Auto Car. "The man desires to do as little as possible to except drive it, hence it is desirable to simplify the lubrication of the chassis parts to the greatest possible degree, and to make it an easy matter to replenish the engine oil, the gear box, and the back axle lubricant; moreover, the act of attending to these replenishments must cause the least possible exertion. It is worth while making the remark that cleaning an oil filter it should not be necessary to lose all the oil in the pump. If no provision is made to prevent carbon forming in the cylinder heads, then it is necessary to arrange matters so that carbon when formed can easily be removed. If for this purpose water points have to be broken, it is necessary that they should be easy to remake.

As regards general accessibility, it is still necessary to remark that magneto contact breakers should be situated where one can make adjustments and see what one is doing without difficulty. The accessibility of valves is greatly hampered on many cars by the proximity of carburetors, electrical instruments and so forth. The customer who can make adjustments and see what one is doing without difficulty. The accessibility of valves is greatly hampered on many cars by the proximity of carburetors, electrical instruments and so forth. The customer who can make adjustments and see what one is doing without difficulty.

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LOWER UPKEEP MORE NECESSARY THAN LOW PRICE

Maintenance Most Important Factor in Sales, Says Service Expert.

Reduction in cost of car maintenance is pointed to as what is needed if rather than reduction in initial cost the industry is to expand its market by H. E. Cobleigh, secretary of service of the National Automobile Chamber of Commerce. "One of the most encouraging signs of the times," says Mr. Cobleigh, "is that the falling off in demand has stimulated concern for the customer's satisfaction and has been incentive to improve service rendered to car owners. We see an increasing manifestation of desire to cater to the motorist's want and on the part of all elements in the industry, the manufacturers to design and produce a car that will give better performance and be more convenient to attend and more accessible for repairs, and on the part of the dealers, garages and repair shops, to increase the efficiency of their repair and overhaul work, all to the end of reducing the car owner's cost of maintenance.

Repairs and Overhauls.
Repairs and overhauls represent the bulk of maintenance cost and in these the biggest reducible element is the labor charge. Improved design to increase accessibility and reduce the time for overhaul operations will have increased attention from now on and go far toward accomplishing the desired end, but there will yet remain a great deal to be done and the most promising agency at hand is education toward the employment of better ways and means by all the factors engaged in rendering service to the car owner.

Buyers Concerned About Service.
"While the industry has been developing, and the mechanism and appointments of the product have been approaching more nearly perfection, the users have been developing a clearer understanding of what they can reasonably expect. We find ourselves selling now a motor-vehicle public. At least eighty per cent of our sales—if not more—are to those who have already owned cars and naturally we find them paying more attention to the reputation of the car as an instrument than to mechanical features or eye-appeal, that have heretofore made up the bulk of the salesman's arguments. The customer is becoming more concerned as to the character of service the dealer renders than with pride of ownership of the new vehicle. First cost is seldom now the sole determining factor in choice of purchase. Equal or greater consideration is given to its value as judged by performance and low cost of upkeep."

To Lessen Cost of Overhauling.
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Ships Found By Wireless Direction

Two Instances Which Have Proven Efficiency of Radio in Saving Life.

London, March 29.—Practicability of the wireless direction finder has been amply demonstrated in two recent rescues at sea, in which the position of the ship in distress was not correctly reported in its S.O.S. calls.

The Mod, which was severely damaged in the recent North Atlantic storm, was a notable instance. The British vessel Melmore Head picked up the Mod's S.O.S. call and proceeded immediately for the position given. The captain of the Melmore Head failed to find the Norwegian steamer at the place indicated, but through the use of his direction finder found the damaged vessel seventy-six miles away from that point. The Melmore Head arrived just in time to effect a rescue of the twenty-three men of the crew.

The Prize of Misquotation. Says a writer in the Cleveland Plain Dealer's Post Box: "As a whole, the man who is employed can well afford to part with a few shillings to his 'variorum' and shipwrecked brother sailing over the sands of time." And, as Jake Falstaff says, it's a darn sight better than Longfellow's version, at that.

Motor Show Opens Monday, April 3 At The Armories

Only the finishing touches remain before the opening of the doors for the largest and most impressive exhibition of Motor Cars ever attempted in Eastern Canada, an event which society has long anticipated with keenest interest, and which will be given under the distinguished

PATRONAGE of His Honor Lieutenant Governor Pugsley, Honourable W. E. Foster, Premier of New Brunswick, Mayor E. A. Schofield, Colonel Ogilvie, D. O. C. Military District No. 7, and Members of Headquarters Staff.

Doors Open at 2.30 p.m. FORMAL OPENING AT 8 P.M.

MISS BLENDA THOMPSON—CONTRALTO Music by Jones' Orchestra.

TO AVOID CROWDING, it is suggested that those desirous of attending the Opening Ceremonies be at the Armories during the afternoon, arrangements for tea having been completed by the ladies of Fundy Chapter, I. O. D. E.

Arranged by the Saint John Automobile Trade Association, Limited, under Management of the Commercial Club, St. John.

Tickets on Sale at Commercial Club Prince William Street, daily, until 6 p.m.

The Tea Room where dainty refreshments will be served, will be conducted by Fundy Chapter, I. O. D. E.

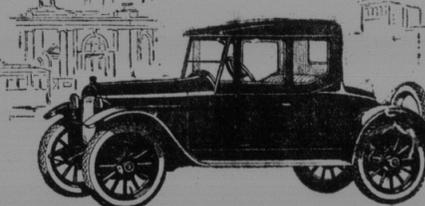
HUPMOBILE

Roadster - Coupe Only \$2200

Convenient Comfortable Good Looking

Hupmobile Economy and Reliability

The Diamond Among Motor Cars



Saves Diamonds For Your Family

There is no car in the world more economical than the Hupmobile. Fleets of Hupmobiles have been in operation for years in organizations that select their own cars by the cold-blooded test of cost per mile. All models are equipped with cord tires and can be furnished with wood, wire or disc wheels. Roadster or Touring, \$1,875 Roadster-Coupe, \$2,200 Coupe \$2,675 Sedan \$2,800

Dealers Wanted Everywhere. SCOTIA SALES COMPANY MARITIME DISTRIBUTORS, KENTVILLE, N. S.

STEERING SYSTEM OF MOTOR TRUCKS IS OF MANY PARTS

Stiff Apparatus Will Wear Out Energy of Any Driver — Parts Constantly in Motion Need Regular Grease — Knuckles Important.

Steering a motor truck is a tiresome job at best, even for some of the herculean types we see as drivers. An easy working steering system is appreciated by every driver and a hard steering one saps his energy that he is worthless at the end of the day.

In order to make the adjustment correctly the adjusting nut or whatever means is provided should be turned a little each time and a trial run made. The error often is made of bringing the gears into very close mesh and relying on wear to make them free. This is decidedly wrong.

The average motor truck has a steering system comprising a wheel attached to a post, the bottom of which is fitted with a gear of some sort. This latter gear meshes with another, which in turn operates a so-called steering arm.

The tie-rod has yokes at either end, and these yokes, operating usually on pins, are provided with some form of lubrication. While oil cups are better than grease for these points the latter are found more often.

Some Interesting Facts About The Chandler Six

First Thing to Impress the Driver of Chandler Is Unity of Chandler Construction.

It goes without saying that the chassis of any motor car is of great importance in producing the maximum of automobile service satisfaction. For that reason, we shall speak principally here, of the goodness of the Chandler's justly famous chassis.

At the end of the steering arm which connects the post with the drag link there is a ball joint or other form of joint. Similar joints are used at the other end of the drag link. These joints must always be packed with grease.

The Chandler chassis, in fact, is built of the finest materials that it is possible to employ in motor car construction. We know of no opportunity for the use of better materials and we could not, certainly, apply any more careful and capable workmanship to the building of this chassis, even if the Chandler sold for double its price.

It is but further proof of our statement that in no essential does any car, no matter how high its price, afford more conscientious value than does the Chandler Six.

Auto's Relation To Other Business In U. S.

Ranking among finished products, measuring by volume of business	1st
Rank among all manufacturers (Bureau of Census)	3rd
(Slaughtering and packing, 1st; steel, 2nd)	
Special taxes paid 1921	\$228,768,000
To Federal Government	115,246,000
To State Government in license fees	108,213,000
In miscellaneous taxes	5,000,000
Per cent of total oil output used for motor vehicles	27.0
Per cent refined to gasoline	24.6
Per cent motor lubricating oils	2.4
Number head of live-stock transported by truck in 1921	6,000,000
Number of street railway lines using motor buses	35
Number of steam railroads using motor trucks with flanged wheels	12
Gasoline production (U. S.) 1921 (gals.)	5,360,014,000
Gasoline consumption (U. S.) (gals.)	4,506,706,000
Increase in production over 1920 (per cent)	2.3
Increase in consumption over 1920 (per cent)	5.3
Tire casings produced	19,379,000
Tire inner tubes produced	24,187,000
Solid tires produced	371,000

International Federation of Trade Unions when that body meets in Rome in April.

Delegates from all the European manufacturing countries, and particularly the principal officials of the metal, mining and transport industries in Great Britain, France, Germany, Belgium and Italy will take part in the discussion of organization against militarism.

The proposals which are to be placed before the conference are being worked out by a committee composed of J. H. Thomas, M. P., Great Britain; L. Jouhaux, France; C. Mertens, Belgium; Frank Hodges, Great Britain; Robert Williams, Great Britain, and K. Eg. Switzerland.

The basic resolution on which their labors will be based follows: "The conference calls upon the workers of all countries to form a power, which, in case of an imminent danger of war, will be able, under the leadership of the International Federation of Trade Unions, to prevent the outbreak of hostilities by immediately proclaiming a general international strike."

The conference, considering that the prosecution of war is not possible without the proper functioning of transport, mines and the metal industry, considers it in the first place to be the duty of the workers in these industries to make the strongest possible propaganda against reaction and militarism and to mobilize all their economic power in order to prevent the outbreak of a new world war."

It is not considered likely that at the Rome convention any effort will be made to get approval for the full measure of this programme. The leaders realize that as yet their power is not sufficient to control patriotism in the event of war.

MAKE A HABIT OF TESTING THE BRAKES OF YOUR CAR DAILY

More Accidents Due to Faulty Functioning of Brakes Than to Any Other Mechanical Failure—Some Pointers on Brake Care, Adjustment and Equalization.

More automobile accidents are due to failure of brakes to function quickly and efficiently than to the collapse of any other mechanical unit of the car. This does not necessarily mean that brake failure is a prolific cause of accidents. The greater proportion of mishaps are to be ascribed to errors of human judgment, not necessarily the motorist's judgment of course, to skidding, inadequate traffic regulations, etc.; but brake failure has a prominent place among those contributory causes of accident which are most easily eliminated.

Daily inspection of brakes is a simple way of overcoming the danger contemplated by their failure to operate efficiently. Before proceeding past a block from his garage the motorist should throw out the clutch and apply the brakes. If possible, he should select a dry spot for making this service test and if the brakes do not operate properly he should take the car no further until the defect has been remedied.

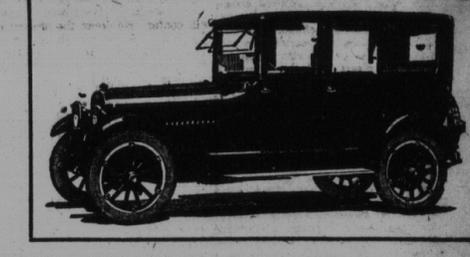
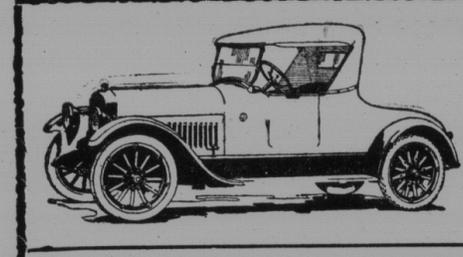
Frequently inefficient brake operation is due to amateur work in installing brake lining. None but an experienced mechanic should do this work. The lining must be properly stretched, so that it can not wrinkle, the rivets should be properly countersunk, so that they will not score the brake drum and interfere with the proper gripping of the lining.

Squealing of brakes is due to glazing of the brake lining or to improper adjustment. If this lining is glazed it may be roughened up with a file. Squealing may also be due to wearing down of the lining to the rivets. In this event, the rivets may sometimes be sunk still further in the lining; but it is better, when the rivets begin to scrape the drum, to renew the lining. The brake mechanism should be cleaned and oiled at least once a month. Systematic brake inspection should be a habit. The loss of a cotter pin may easily lead to a serious accident. When a lock washer is removed do not put it back, but use a new washer.

World Strikes As War Preventive

European Metal, Mining and Transport Unions to Combine Against Militarism.

London, March 25.—Concrete proposals for the abolition of war through international industrial action are to be considered by the International Federation of Trade Unions when that body meets in Rome in April.

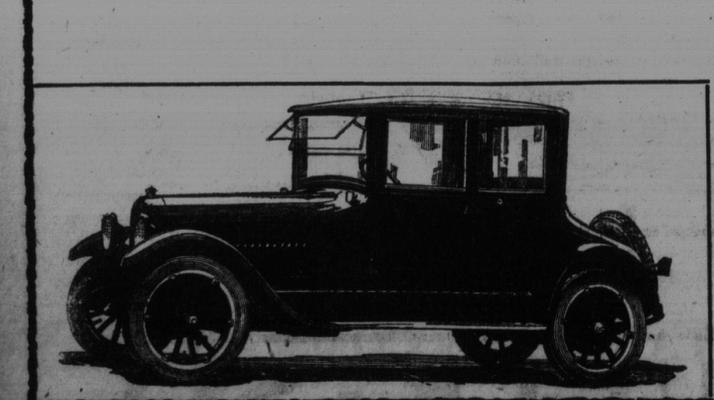


"The largest builders of Six Cylinder Cars in the World"

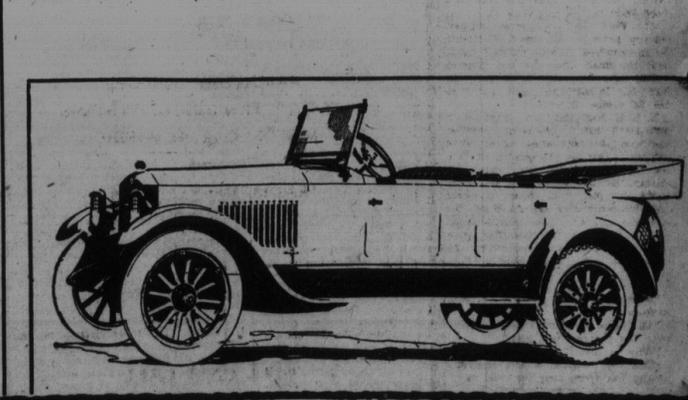
At the St. John Auto Show to be held in the Armories from April 3rd to 8th, we will show all the late models of the famous Studebaker line. All intending purchasers should avail this opportunity of investigating the superior merits and refinements of these Cars. In fact you will do yourself an injustice unless you take advantage of this opportunity. Improvements in construction, new Body designs, and added refinements for 1922 offer greater value than ever before. Notwithstanding the fact that 1921 was the biggest Studebaker year on Record.

J. CLARK & SON, LIMITED

E. P. Dykeman, Local Manager



Studebaker Light Six World's greatest light weight automobile. "Accredited by engineers as being the most scientific combustion engine yet perfected." Holding five of the most coveted road records in California will be on display in all models.



TIME AND MONEY USE OF TRUCKS

Studies of the use of motor trucks on the farm have recently been completed by the United States department of agriculture, and much interesting and illuminating information has been gained.

Answers from 763 farms have been received and the replies studied at the office of farm management, farm economics of the agricultural department. These replies revealed that owners worked farms of all sizes that big trucks ranged in capacity from one-half to five tons, although the percentage above two tons was small and about half of the farms are. More than four-fifths of farms were located more than miles from their primary market and one-fourth were as far distant as 25 miles.

Through the replies were obtained statistics for the truck. They were most unanimous—95 per cent, to exact—in declaring that the truck would turn out to be profitable investment and it was shown that method of hauling hay, from one to two-thirds of the time required hauling with horses. Some two-thirds of the replies were that the truck had not been out of operation a single day during the year covered by report and nearly as many state appreciable time had been lost through breakdowns, engine, and tire trouble. About one truck out of 80 had been out of commission 10 days more during the entire year of operation.

Universal Car Adding To Its Laurels

Local Dealer Has Something Classy to Show You at Big Motor Show.

Rayden Foley, the Ford dealer on Union street, is one who never worries over demand for his wares. He sells them; the only question is to get enough to meet the demand. The name Ford has acquired a significance of its own in the automobile world. It is the name of a man who, through his national railroads, our agricultural industry, his growth with cars and buses, in part, a reason for our growth.

New lands have been opened up; greater enjoyment has been brought to the city dweller; courses between farm and city have been quickened; time and space are measured in minutes instead of days.

Because of the quick transition offered by Ford Cars, a new life has been placed on time. It is no longer a disadvantage to be a car. Land values thereby have increased. The man beside the busiest in the busiest city; another group along some country road—Ford for what it is and for what it will do. Each recognizes its merits; each knows that the today is the mature and proved of fifteen years' experience in the manufacture of superior cars.

The Ford today is, in the eyes of the same car of previous years, while the famed Ford engine sturdily drive parts, covered by practically unchanged, there has added, for the greater convenience of the driver and passengers, improvements.

For a right additional cost now possible to obtain a Ford electrically started and lights starter is built into the car and the same high standard as matching portions of the Ford models demountable rims, three, extra rim and tire, also of non-glare lens are now standard equipment without any increase in price.

While the starting and lighting is optional on open model distinct advantage to those who for it, the others may buy the Ford Car as they know it. Its low price is the result of the modernized manufacturing methods; its small after-cost and ability may be traced to a design that is still the model of motor experts.

TESTING THE CAR DAILY

Adjustment of Brakes Than... Some Pointers on Qualization.

They should not drag nor be too loose. Different adjustments are made according to use of brake used.

When coming to a stop on a steep grade, shut off the gas and leave the clutch engaged just before you come to a stop.

When coming to a stop on a steep grade, shut off the gas and leave the clutch engaged just before you come to a stop.

"Scuttle the Fleet."

(Detroit Free Press.) Provision was made for keeping up to minimum strength, or about, presumably because no supposed any country would be enough to consider scuttling it.



Advantage

Body... than the big-



TIME AND MONEY SAVED BY USE OF TRUCKS ON THE FARMS

Studies of the use of motor trucks on the farm have recently been completed by the United States department of agriculture, and much interesting and illuminating information has been gained.

Answers from 768 farms have been received and the replies studied by the office of farm management and farm economics of the agricultural department.

Through the replies, were enthusiastic for the truck. They were almost unanimous—95 per cent, to be exact—in declaring that the trucks would turn out to be profitable investments.

Local Dealer Has Something Classy to Show You at the Big Motor Show.

Royden Foley, the Ford dealer, 300 Union street, is one who never has to worry over demand for his wares.

The name Ford has acquired great significance than that of meaning "business" in the automobile world.

For a slight additional cost it is now possible to obtain a Ford Car electrically started and lighted.

While the starting and lighting system is optional on open models and a distinct advantage to those who can afford it, the others may buy the standard Ford Car as they know it.

The Ford Car is a proven vehicle. Its low price is the result of scientific modernized manufacturing methods; its small after-cost and dependability may be traced to a basic design that is still the model and wonder of motor experts.

The Harassed Professor. "Is the new baby a boy or a girl, professor?" "Ah! bless my soul, I don't remember. But it must be a girl."

HARD TIMES HIT TAXI BUSINESS

Even at That New York Travels a Million Miles a Day in the Cabs.

New York travels more than a million miles a day in taxicabs. Hard times seem to have overlooked this metropolitan business, although reports to the contrary.

While New York boasts the greatest taxi mileage, Springfield boasts the best cars and most intelligent drivers.

As the taxi has followed in the wheeltracks of the livery, the demands made upon the cabmen have grown apace with the increase in speed which gasoline has given over the horse.

Considering that 35 years ago the price of going to Chicago was \$2 for a single team and \$3 for a Holyoke with double fare for a day.

Paris, March 30.—As forecast in despatches to the Transcript, the conference of foreign ministers on Turk and Grecian questions has ended in an official announcement that the Turks would return to Europe.

Further, your correspondent can say authoritatively that the revised treaty will be definitely offered for acceptance or rejection in the old Turkish capital, Constantinople, where within three weeks representatives of the Allies, the Nationalists of Turkey and the Constantinian Government of Greece will confer.

On account of the disinterested attitude of the great Powers toward a mandate for Armenia the fate of this small nation is left to the Turks and the Council of the League of Nations, though the Allied ministers considered that progressive Turkey would submit to world opinion and respect the racial minority of the Armenians.

It has been suggested that the European border of Turkey represents a compromise between the British and French ideas.

GO EASY WITH NEW CAR; SPECIAL CARE NEEDED FROM VERY FIRST

The dealer has just left your new car at the door, and promptly you invite the family to go for a short ride.

Do you intend to keep it fit from the start? Of course you do!

After the first trip, take a wrench and go over every nut and bolt on the car to make certain that they are all tight.

When an automobile is built the engine has been run but little, and every part is fitted tight to make them snug after the roughness has worn off.

Small bearings and pistons throw off small particles of metal, which, if you do not remove with the old oil, will work into the bearings and cause serious results.

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Small bearings and pistons throw off small particles of metal, which, if you do not remove with the old oil, will work into the bearings and cause serious results.

Keep the tires fully inflated—soft tires consume power as well as destroy themselves.

Keep the carburetor adjusted at the leanest possible mixture—a lean mixture reduces carbon deposits.

Don't try to economize by purchasing the "just as good" oil. Buy the right, best grade, and change the supply every 500 miles.

Make a thorough study of the instruction book. Look at the lubrication chart and familiarize yourself with the location of every grease cup and oil hole, then see that they are kept filled properly.

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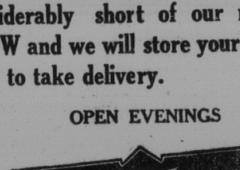
Not enough Fords to go 'round

If you want a Ford in April or May you are likely to be disappointed unless you make reservation NOW.

We can obtain just so many cars for Spring delivery and a recent survey of our territory shows that the number allotted to us is likely to fall considerably short of our requirements.

Order NOW and we will store your car until you are ready to take delivery.

OPEN EVENINGS



Royden Foley FORD DEALER

PHONE 1338 300 Union Street

HUDSON

At the Motor Show

\$2595-4 Pass. Phaeton

\$2675-7 Pass. Phaeton

F.O.B. St. John

Why Not Own the Envied Super-Six?

Hudson today is priced lower in relation to its worth, than any other motor car, we know.

And remember, every year since it was brought out six years ago Hudson has outsold all other fine cars.

And consider when you match its new price with others, what Hudson has done to prove ability and enduring quality.

Of course few care to use the full limit of

Table with 2 columns: Car Model and Price. Includes Phaeon (\$2595), 7-Pass. Phaeton (2675), Coupe (3900), Cabriolet (\$3490), Touring Limousine (4425), Limousine (5300).

Motor Car and Equipment Co., Ltd. Distributors for New Brunswick Showroom: Corner Charlotte and Duke Streets Service Station: 108-112 Princess Street, St. John, N. B.

SUPER-SIX

JAS. A. CODY SPECIALIST ARMATURE WINDING TESTING ELECTRICAL SYSTEMS MOTOR CAR RE-WIRING and RADIATOR REPAIRING and RECORDER Telephone Main 4601 160 City Road St. John, N. B. GIVE US A CALL.

LIST OF EXHIBITORS AT ST. JOHN MOTOR SHOW

MOTOR CAR & EQUIPMENT CO., LTD.

Showing: Hudson Super Six Phaeton. Hudson Super Six Coach. Hudson Speedster. Essex Phaeton. Essex Coach.

GREAT EASTERN GARAGE

Showing: Cole Eight Sedan. Cole Seven Passenger Sport Model. Cole Chassis for Demonstration.

VICTORY GARAGE & SUPPLY CO., LTD.

Showing: Dodge Bros. Four Passenger Touring. Dodge Bros. Coupe. Dodge Bros. Five Passenger Touring. Dodge Bros. Roadster. Dodge Bros. Screen Business Car. Dodge Bros. 1-1 1/2 Ton Speed Wagon.

SOUTHERN N. B. MOTOR SALES CO.

Showing: Chandler Touring Car.

PARLEE MOTOR SALES CO.

Showing: Chevrolet Baby Grand Sedan. Chevrolet Baby Grand Touring (Special).

Chevrolet Baby Grand Roadster (Special). Chevrolet Model 480, Five Passenger Touring.

Chevrolet Model 390, Sedan (Special).

MCLAUGHLIN MOTORS

Showing: McLaughlin 22-36—Five Passenger Touring.

McLaughlin 23-36—Three Passenger Coupe.

McLaughlin 22-37—Five Passenger Sedan.

McLaughlin 22-46—Special Five Passenger Touring.

McLaughlin 22-47—Five Passenger Master Six Sedan.

McLaughlin 22-48—Four Passenger Master Six Coupe.

McLaughlin 22-49—Seven Passenger Touring.

EASTERN MOTORS, LTD.

Showing: Overland Model Four Sedan. Willys-Knight Model 20, Five Passenger Touring Car.

Cadillac Touring. J. CLARK & SON, LTD.

Showing: Studebaker Big Six Touring. Studebaker Big Six Sedan.

Studebaker Special Six Touring. Studebaker Special Six Four Passenger Coupe.

Studebaker Special Six Roadster. Studebaker Light Six Touring.

Studebaker Light Six Coupe. Studebaker Light Six Three Passenger Roadster.

Studebaker Light Six Sedan.

CHILDREN TAUGHT RULES OF ROAD

Safety First Lessons Expected to Decrease Number of Casualties.

Inclusion of courses designed to teach children the "Rules of the Road" will be urged upon school officials throughout the United States shortly by the Textbook Committee of the Highway and Highway Transport Education Committee of the Bureau of Education.

While it is yet too early to say definitely what the recommendations for these courses will contain, some indication can be obtained from studies which are already under way in the Detroit Public Schools as well as in some others.

In Detroit, for example, the work starts with the kindergarten, where the child is taught to exercise care in crossing streets, always waiting on the corner until he is sure that nothing is approaching with a half block.

Later, as the child progresses to the elementary grades the course is broadened and the element of personal responsibility enters into the course, together with more detailed instructions as to rules of safety, always in language which is easily understood and which is confined to fundamental principles.

As a supplement to the vocal instruction, traffic games have been found a valuable teaching adjunct in Ohio schools, the child learning more readily in this way and also becoming more interested.

Thus, for example, in one kindergarten one child is selected as the traffic "cop." Others represent buildings, others machines, others are pedestrians crossing the street. The "cop" has a traffic sign with the words "go" and "stop" on it, and the pedestrians proceed according to the signs.

While no definite statistics are available to show all the causes of the many fatalities and accidents on streets and highways, it was the feeling of the Highway and Highway Transport Education Committee in a general discussion of the subject at their recent meeting in Washington, that one very definite reason is in a lack of understanding of rules.

If the child can be taught care, the rules so learned will remain with him as he grows and not only will he have a better appreciation of safety as a pedestrian, but if he becomes a driver of an automobile, a street car motor-man or a locomotive engineer, his early training will always stand him in good stead.

As a further point which will be emphasized, it is hoped that to a certain extent at least, parents may be reached through their children, as the child's interest in his games will naturally lead to his describing them to his elders.

WM. PIRIE, SON & CO.

Showing: Gray-Dort Model 19, Five Passenger Touring.

Gray-Dort Model 19, Three Passenger Roadster.

Gray-Dort Model 19, Five Passenger Sedan.

Gray-Dort Model 18, Three Passenger Coupe.

Rugles Model 1, One Ton, Express Body, Canopy Top Speed Wagon.

ROYDEN FOLEY

Showing: Ford Five Passenger Sedan.

Ford Five Passenger Touring Car.

Ford 1-1 1/2 Ton Truck.

Ford Light Truck.

MARITIME PAIGE

Showing: Paige Seven Passenger Touring.

Paige Five Passenger Sedan.

Paige Five Passenger Touring.

OLDSMOBILE SALES CO.

Exhibiting: Oldsmobile Model 47 Touring.

Oldsmobile 43 A Sedan.

Oldsmobile 43 A Touring.

Oakland Touring.

THE CARRITTE CO., LTD.

Exhibiting Sun Oil.

SOUTHERN N. B. MOTOR SALES CO.

Exhibiting: Tires. Bio-proof Inside Casings.

Periscope Wind Deflector. Magneto Trouble Light. Chicago Stop Signal.

W. H. THORNE & CO., LIMITED

Exhibiting: Royal Oak Tires. Skinner Bumpers.

Dreadnought Tire Chains. A. C. Spark Plugs.

Champion Spark Plugs. Wonder Workers Supplies.

Walker Jacks. Raybestos Brake Lining.

Boyc Motor Meters. Complete Lines of Other Automobile Accessories.

GREAT EASTERN GARAGE

Exhibiting Indian Oil.

THE WILLARD BATTERY SERVICE

Exhibiting Willard Batteries.

C. J. MORGAN & CO.

Exhibiting Exide Batteries.

K. A. BROWN

Exhibiting Folberth Automatic Windshield Cleaner.

THE FULLER BRUSH CO.

Exhibiting Fuller Automobile Brushes.

Woman's Rule

A historian says that women ruled the world 2500 years before the birth of Christ. They also have ruled it 1921 years since.

TEST IT OUT ON THE ROUGHEST OF YOUR ROADS

The Only Method to Detect Bad Clutch, Worn Transmission, Leaks, Etc.

There are many used cars for sale in this country which are excellent value for the price asked. But the buyer of a second-hand car must make the purchase with his eyes open and knowing certain things about the car or he is likely to be badly "wung." It is proposed to indicate the points to look for in a used car.

In the first place, the buyer should not place too great value on appearance. The would-be seller of a car gives it always the best outward appearance possible, as is natural. The first thing to be examined is the mechanical condition of the chassis: after that look at the condition of the upholstery, top, curtains, etc.

It is difficult to tell much about the mechanical condition of a car in a drive of a few blocks over smooth city streets. For instance many of the small, light cars in this country have a tendency to judder in the steering system. This ailment shows a rapid, oscillating movement of the front wheels when the car is being driven over rough roads at a speed of about six or eight miles per hour.

When the car is travelling fast on a smooth road the oscillation is not noticeable. Again rattles and squeaks are apparent only on rough roads. So the prospective buyer of a used car should insist that the demonstration include a ride over a rough bit of road, first fast and then slowly, while he listens attentively for unusual noises.

Another ill that used cars are liable to is undue play in the power transmission system. A bad clutch or a bad transmission can be handled by a clever demonstrator so that the victim will not notice them. For this reason the buyer should always handle the car himself. And while driving the buyer should handle the brakes to see that they are properly lined or he may have this job to pay for the first week he owns the car.

It is possible to quiet a worn set of gears or even gears with broken teeth, temporarily, by packing the part with heavy lubricant. For this reason it is well to open the drain plugs of the transmission and rear axle and see if oil runs out or if it is grease that has been used in lubricating the part.

Another bit of jockeying that is done is to dope a badly shot battery so that it will give what seems to be good service for a brief period. Now a battery may cost anywhere from \$25 to \$75, and the purchaser of a used car should be sure that this equipment will give a reasonable length of service.

The prospective buyer will be on the lookout, of course, for major knocks and thumps, but it is hard to

catch all the possible signs of trouble. It should be ascertained that the engine "is" not an oil pump. This means that the pistons and rings are so worn that oil forces its way up into the combustion chamber and the engine gets very hot after a brief period. Looking around the valves for signs of leakage is the way to detect an oil pump.

Wheel bearings and steering can be tested by shaking the wheels all by pushing and pulling on the steering connections.

The best advice of all to give to a man who intends purchasing a used car is to go to a reputable dealer who has been in the business for some time and has a reputation to maintain. His word in regard to the condition of the car will usually be absolutely reliable. Another thing, it is a good practice to buy a used car of given make from the dealer handling that particular car.

Woodstock, N. B., March 31.—Two facts had been established today in connection with an abandoned child found during the week-end wrapped in a blanket at the floor of a house in Connor street with a "sob" note attached.

One fact is that the child was apparently not born in Woodstock but was brought in by the persons who thus disposed of it and the other is that the child had not been attended by a physician at its birth.

It is now believed that the child was brought here in a conveyance from some point in Maine, the boundary line being only ten miles away, and Chief of Police Owen Kelly is confident that the threat contained in the note that the mother was about to "go to a watery grave" was a mere bluff to mislead the authorities.

While the child's feet were frozen, the latest reports to Chief Kelly from the hospital are that it will recover, aside from conditions neglected at birth and its suffering from cold and was said, and is husky and healthy exposure.

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PRICE \$10

Let Your Motor Clean Your Windshield!

JUST turn a convenient finger control and the rubber cleaner blades sweeps back and forth, up and down, swish, swish, steadily as the pendulum on a clock, driven by the costless suction of the motor.

Rain, sleet or snow never have a chance to settle—the blinding drops or flakes are swept away as soon as they strike the windshield.

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McLaughlin

ST. JOHN MOTOR SHOW AT THE ARMORIES
April 3rd to April 8th

Facts you should know when you buy a car

THE question of greatest importance is not what you will be allowed for your old car but the price you pay for the new car and the value received.

You are money out if allowed \$100 more for your old car, yet have to pay a \$250 higher list price for a new car when the comparative value is not there.

A purchaser's loss is only postponed when trading allowances are made above a used car's real value. The deal that may appear most satisfactory to you in the beginning may prove to be the most expensive in the end.

No one receives anything gratuitously in this world — don't be misled by false allowances.

We believe that any sales policy which encourages the giving of fictitious values for used cars is an injustice to the public. We wish to establish definitely the fact that the McLaughlin Motor Car Co., Limited, has never followed this policy—rather has always based the price of its product upon actual costs and when costs come down correspondingly reduced the prices of its cars to the public without any camouflage whatsoever.

Compare McLaughlin-Buick Values and Prices with all others.
McLaughlin-Buick Cars are BUILT, not merely assembled, in Canada.
Ask us about our plan of Deferred Payments.

New series in Four Master Four Models in Roadster, Touring, Coupe and Sedan Types, ranging in prices from \$1,340 to \$1,995, and Seven Models of the Master Sixes in Roadster, Touring Cars, Coupes and Sedan Types, ranging in prices from \$1,965 to \$3,445 f.o.b. Oshawa, Sales Tax Extra.

ST. JOHN BRANCH HOUSE,
140 Union St.
MCLAUGHLIN MOTOR CAR CO., LIMITED
Subsidiary of General Motors of Canada Limited
OSHAWA ONTARIO

MCLAUGHLIN-BUICK

LOWER AID MAK STABIL

Better Service to Owners
Positive Values—Better
Clean Out High Inventories

(By Alfred Reeves, General Manager of National Automobile Chamber of Commerce.)

Because automobile manufacturers reduced prices directly to the consumer, instead of lowering them the wholesaler and retailer, the automobile business fared very much better during 1921 than was generally expected and better than many other lines of manufacture.

The increasing need for highway transportation, coupled with price reductions in tires, gasoline and other things entering into car maintenance, permitted a production of about 1,650,000 motor vehicles or only 34 per cent less than the 2,500,000 in the record year of 1920. Of this 1,650,000 we trucking and about 1,385,000 passenger cars.

The decrease in truck production was proportionately greater than passenger cars because of the fall-off in the demand for transportation that came in the decrease of general business—a development that affected the railroads to an equal degree.

These reduced prices have not been without substantial losses to the manufacturer, and the 25,000 motor car dealers, but it was deemed worth while because with final price adjustments about completed, the industry 1922 with high prices and factories liquidated, labor more plentiful, finances adjusted and definite economical production programmes under way. The adjustments have been drastic with comparatively few motor companies showing any profit for the past year, in the opinion of economists a banker, the action taken will make for a much healthier situation during 1922.

He turned to address R. C. Be the department superintendent, whom young Dodge was assigned his first apprenticeship.

"Better than that," said Babo, "I were fine. But the principal idea is give you a good working knowledge of the whole department. You can hope to learn everyone of these machines."

Babo added that young Dodge seemed determined to emulate his father in the latter's amazing mechanical aptitude. The elder Mr. Dodge, it was said, could run any machine in an entire factory as well as the most expert workman.

"We have a hard time keeping a young man off some of these machines," he said. "He wants to know everything first hand. The first week he was here he ruined a suit of

Chevrolet

New features in Chevrolet Cars, ten models—

Model 490, four door Sedan \$1300
Model 490, four passenger Coupe . . 1270
Model 490, Special Touring 975
Model 490, Touring regular 865
Model 490, Roadster 865

All 490 models have new improved rear axles, and hand emergency break, springs, overhead tappet adjustment, etc.

Baby Grand—

F. B. Sedan \$2325
F. B. Coupe 2325
F. B. Regular 1495
F. B. Special 1580
F. B. Roadster Special . . . 1580

All prices f. o. b. St. John.

Also three types of trucks.

A visit to our building will convince you that we are well prepared to give service.

Parlee Motor Sales Co. LIMITED
Hamm Bldg.,
453-455 Main St.

LOWER AUTOMOBILE PRICES AID MAKER AND THE BUYER; STABILIZED YEAR PROMISED

Better Service to Owners Predicted in Addition to Competitive Values—Better Methods of Selling Used Cars—Clean Out High Inventories at Low Retail Prices.

(By Alfred Reeves, General Manager, National Automobile Chamber of Commerce.)

Because automobile manufacturers reduced prices directly to the final consumer, instead of lowering them to the wholesaler and retailer, the automobile business fared very much better during 1921 than was generally expected and better than many other lines of manufacture.

The increasing need for highway transportation, coupled with price reductions in tires, gasoline and other things entering into car maintenance, permitted a production of about 1,680,000 motor vehicles or only 24 per cent less than the 3,305,000 in the record year of 1920. Of this 145,000 were trucks and about 1,335,000 passenger cars.

The decrease in truck production was proportionately greater than in passenger cars because of the falling off in the demand for transportation that came in the decrease of general business—a development that affected the railroads to an equal degree.

These reduced prices have not been without substantial losses to the manufacturers and the 23,000 motor car dealers. But it was deemed worth while because with final price adjustments about completed, the industry enters 1922 with high prices and inventories liquidated, labor more efficient, finances adjusted and definite and economical production programmes under way. The adjustments have been drastic with comparatively few motor companies showing any profit for the past year, but in the opinion of economists and bankers, the action taken will make for a much healthier situation during 1922.

He turned to address R. C. Babo, the department superintendent, to whom young Dodge was assigned for his first apprenticeship. "Better than that," said Babo. "They were fine. But the principal idea is to give you a good working knowledge of the whole department. You can't hope to learn everyone of these machines."

Babo added that young Dodge seemed determined to emulate his father in the latter's mechanical versatility. The elder Mr. Dodge, it was said, could run any machine in the entire factory as well as the most expert workman.

"We have a hard time keeping this young man off some of these machines," he said. "He wants to know everything first hand. The first week he was here he ruined a suit of clo-

thes and was quite painfully burned because he insisted on getting too close to a cupola they were dumping in the foundry. What we are trying to do is keep him out of danger and teach him the general routine, so that he will know what he is talking about in later years when his responsibilities are greater. From here he will move on to another department and so right on through the factory. He has mapped out an ambitious programme for himself, but he has the right stuff in him and I believe he's going through with it."

Babo related an incident which tends to prove his contention that Dodge likes his work and that his daily presence at the factory is not merely for the gratification of a whim. "He was not feeling well one day," the superintendent said, "and the doctor ordered him to stay at home. Horace objected, but his mother interceded, with the result that I was notified he would not be here. 'At least not today, and probably not tomorrow,' the message said. About 2 o'clock that afternoon Horace walked into the shop and took off his coat. I couldn't drive him out, but I did refuse to let him work. Even then he hung around watching the others until quitting time."

"Ask me whether he is really interested and I say, 'No—he is enthusiastic.' I walked over to young Dodge, who had in the meantime resumed his work at some large wooden object that was whirring around in a dizzy fashion on a lathe, and asked him how long he thought it would take him to learn the whole factory from top to bottom. There was not a moment's hesitation.

"All my life," he answered. Knowing that Dodge Brothers' factory comprises some 100 acres of floor space and that there are literally hundreds of departments and thousands upon thousands of perplexing details to master before anyone can hope to "know it all," I concluded then and there that I would concur in the estimate of his boss, who a moment before had said:

"He has the right stuff in him, and I believe he's going through with it." Nationally the manufacturer can take the experience of one territory and pass it on to another.

Must Sell Used Cars, Too. The industry is also becoming increasingly aware of the fact that it must sell used cars as well as new cars. The habit of large sections of the American public of getting a new

motor car every two or three years has developed a huge business in traded-in cars, which still have plenty of service left in them.

Used cars unfortunately have been badly merchandised and 1922 will be devoted to correcting a number of mistakes and building new policies. The customer has been a sufferer because used cars sometimes have not been properly rebuilt or have frequently been misrepresented when sold "as is." On the other hand, the consumer has received far more than the resale value, in many instances, when trading in a used car.

The future will probably see dealer and consumer getting together and forming appraisal bureaus where an impartial judge will pass on the value of the used automobile. Better mechanical attention will be given the used vehicles put on sale, and there will be more consideration shown to customers of this part of the business.

Farmer A Future Reserve. The farmer, who is normally the largest customer of the automobile industry, will eventually be a strong buying factor again. The unusual values now offered in most lines of automobiles are bringing in some of his trade, but in the main he must be considered as a backlog for future sales rather than an immediate prospect. Farm products have been the first to take the post-war deflation, and until the other products besides automobiles have come down in price correspondingly he will not be in the market.

The fact that \$1,000,000,000 is available for road construction, that city planning is making automobile use in cities more feasible, that cost of operation studies are making for more economy—all of these things promise greater serviceability and consequently greater sales for motor cars and motor trucks.

Nineteen-twenty-two will see the sales departments put in order. It will see new methods and policies developed, companies and individuals tested. It will lay the bedrock for a strong growing business in the years to come.

STRAINED MUSCLES, SPRAINS CAN BE TREATED QUICKLY

In minor sprains, the muscle is strained a little, and all that is needed is a vigorous rubbing with Nerviline. This draws the extra blood away, and permits the muscle to return to its normal condition. The supremacy Nerviline enjoys is owing to its penetrating power, it strikes deeply, that is why it removes deep seated pains, and fixes up folks that have Rheumatism, Lumbago, Neuralgia and Sciatica. There is about five times the pain destroying power in Nerviline than you find in the average liniment. Sold everywhere, 35c. per bottle.

Cole Aero Eight Leading Exhibit At Motor Show

The Great Eastern Garage Company, Limited, St. John, Provincial distributors for the Cole Aero-Eight will have an attractive exhibit at the Motor Show.

The Cole Aero-Eight. Attesting the results of more than a decade of intensive application to the subject of automobile designing, the Cole Aero-Eight has gained universal recognition as the sponsor of an entirely new vogue in motor cars—the forerunner of new automobile styles.

Each model is an original creation—one that senses a future trend and offers advantages in design, comfort and utility which are just a bit ahead of the times. The open cars are refreshingly different from the staid convention of the past. The all-season models mark a welcome departure from the traditions in enclosed car conceptions. There is a striking individuality about Cole Aero-Eight patterns—a touch of futurism that identifies them instantly as innovations.

Mechanically, they represent a new development—providing a greater range of performance and a wider sphere of possibilities than ever before seemed possible in a single motor car.

Averaging 15,000 miles or more on tires; delivering 80 horse-power with an economy in the use of fuel that is surprising; fleet as the wind; tenacious in their adherence to the road; light in weight; luxuriously comfortable, the Cole Aero-Eight models give

a new interpretation to automobile design. Harmony of color, richness of fabric, extreme taste and discrimination in the selection of appointments denote the worthy craftsmanship of these exclusive equipments.

They furnish a new incentive to ownership; they afford a new pride in possession.



\$35 ONE MAN FORD TOP

No windshield, including Sales Tax. Back Curtain with two lights, for Ford, \$3.50. Deck with quarters attached (no side curtains), \$5.35. F.O.B. Orillia or Alexandria—our option. Cash With Order. Serial Number of Car Required. Address: Dept. "J." CARRIAGE FACTORIES, LIMITED Orillia, Ontario.

Visitors to the Motor Show will be interested in the **Gray-Dort** exhibit shown by **Wm. Pirie, Son & Co.,** the distributors for New Brunswick of this famous and popular Made-in-Canada car.

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The convenience and comfort of complete modern equipment, in any car, are important indeed necessary, in assuring full enjoyment of the motoring season. Ease in operation, preparedness for emergencies, and the all-important factor of safety first should be carefully considered in making your list of:

MOTOR CAR ACCESSORIES

of which we offer a large and fully complete line, comprising the latest and most approved inventions, including:

ROYAL OAK TIRES

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Clover Leaf Tires, Goodyear Tires, Inner Tubes, Tire Repair Kits, Shaler Five Minute Vulcanizers, Adamson Vulcanizers, Locktite Patches, Rim Parts, A C Titan and Champion Spark Plugs, Walker Jacks, Tire Pumps, Self-Vulcanizing Patches; Wrenches, including Lane Mossberg Socket Wrench Sets, Presto Visors, Wind Deflectors, Auto Driving Gloves, Auto Indicators, Stop Lights, Parking Lights, Search Lights, Spot Lights; Howe Safety Combination Spo Light and Tail Lamp, Autorelites, Madza Bulbs, Batteries, De Luxe Radiator Caps, Boyce Motor Meters, Wind Shields, Red Star Timers, X Liquid Radiator Sealer, Bumpers, Running Board Mats, Auto Lunch kits provided with Vacuum Bottles, Goggles, Glidden Auto Finish, Wonder Worker Brilliant Lustre and other finishes, Car Cleaners, Lubricants, Pyrene Fire Extinguisher, indeed a complete line of Automobile Accessories which you'll find in our

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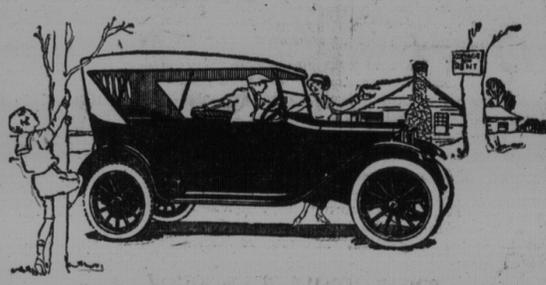
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MOTOR CAR**

You will find every member
of the family loyal to the car.
It is serviceable alike for all
ages and all demands, whether
business, family or social.

The gasoline consumption is unusually low.
The tire mileage is unusually high.

**\$1,345.00 F. O. B. MARITIMES
CORD TIRES**

THE VICTORY GARAGE & SUPPLY CO., LTD.
92-94 DUKE STREET,
TELEPHONE MAIN 4100
ST. JOHN, N. B.



An Unusual Opportunity to Secure a New

NASH SIX

At the Following Remarkably
Low Prices:

- 1 Nash Six 5 Passenger Touring . . \$2,000
- 1 Nash Six Sport Model (Wire Wheels) . \$2,000
- 1 Nash Six Roadster \$2,000

ALL WITH FIVE CORD TIRES

The only reason for the above prices is that we have discontinued the Nash agency. This is a most unusual opportunity, as the cars are new. They may be seen at any time.

The Victory Garage & Supply Co., Ltd.
92-94 DUKE STREET,
TEL. MAIN 4100
ST. JOHN, N. B.

**Prosperity
Follows the Motor Truck**

In industry, on the farm, everywhere, you will find the business that is amply equipped with motor trucks is the business that is making money. The big basic reason for this is the business ability and business common sense of these truck and fleet owners.

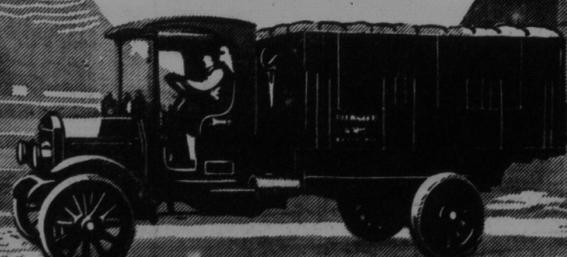
You've probably found that most men buy their trucks as a money-making investment. They know that their use will mean a quicker turnover for their products. Federal Truck owners are prosperous because their trucks are making them money.

This is logically true because Federal gives maximum service under severe conditions and because Federal Trucks have always been famous for their real ability to stand the gaff of hard usage.

The Victory Garage & Supply Co., Ltd.
92-94 DUKE STREET,
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Distributors for
Federal Motor Truck Company, Detroit, Mich.

"Shorten the Miles to Market—Use Motor Trucks"



FEDERAL
One to Five Ton Capacities

USED CAR BARGAINS

- Hudson 7 Pass. Super Six Touring, \$1,100
- McLaughlin Master Six, 5 Cord Tires, \$800
- Studebaker Big Six, 7 Pass. . . . \$700
- Overland, Model 90 \$600
- Chevrolet, Model 490 \$350
- Ford, Tourings and Trucks, \$300 to \$500

We have several other bargains in various models,
all being in first class running condition.

You Are Cordially Invited to Our Showrooms

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