

The Evening Times-Star

HOME EDITION

VOL. XXII, No. 255 TWELVE PAGES

SAINT JOHN, N. B., MONDAY, AUGUST 2, 1926

ONE CENT In Greater Saint John, TWO CENTS Elsewhere

WOMEN PEDESTALIZE GOODS VIA FOREIGN PORTS

BAXTER GIVES PLAN TO FORCE TRADE THROUGH CANADIAN CHANNELS

Premier Presents New Brunswick Case to Royal Commission on Maritime Difficulties

SAYS C. N. R. SHOULD TAKE VALLEY RY.

Declares Present Lease to National Road on Revenue Basis Is Severe Drain on Province; Mayor White Tells of Saint John's Tribulations

THAT justice to the Maritime Province ports demanded the forcing of Canadian trade through our ports in the winter season, was the claim set forward by Hon. J. B. M. Baxter, Premier of New Brunswick, in setting before the Royal Commission this morning the case for this province.

Sir Andrew Duncan, chairman of the Commission, asked how he would force trade here against the wishes of the shipper, and Mr. Baxter said he would do it by means of an increased freight rate on Canadian goods exported through foreign ports.

That the Valley Railway, designed to connect the National Transcontinental directly with the port of Saint John, and constructed by the Province of New Brunswick "to overcome a defect in the scheme of a national enterprise," should be absorbed in the Canadian National Railways, was one of the main contentions advanced by Premier Baxter.

In elaborating his argument, the Premier showed that the present arrangement whereby the railway was leased to the Canadian National system at an annual rental of 40 per cent. of its gross revenues, was proving a serious drain on the finances of the Province. Among other points stressed by the Premier were the utilization of Maritime ports, lower freight rates and the need for an increased subsidy.

Presentation of the Saint John Board of Trade case, was commenced by E. W. Simms and J. D. McKenna when the board opened its adjourned session this afternoon.

BAXTER AS WITNESS

As a witness Hon. Dr. Baxter said New Brunswick concurred in the case presented by the Nova Scotia government, but would not take a certain constitutional position, which would be appreciated by the commission. Personally, while he did not deprecate a full investigation into the pack of Confederation, he thought the main question at issue was whether certain conditions which had grown up were the result of Confederation.

He felt this phase of the matter should be investigated and if in consequence of these conditions it was necessary to rewrite the Confederation pact, this should be done.

It never was intended that any part of the Dominion should become a case-off. The central provinces entered into Confederation to get sea ports, and they got them. It was possible that conditions had changed to such an extent that it was not possible to manufacture and ship from here to the central provinces, but the Maritime Province ports were entitled to have the trade of the country passing through them.

QUESTION OF PROTECTION

Mr. Baxter said it must be admitted that some form of protection was a part of the policy of both political parties. It was realized Ontario and Quebec had the heaviest share of the cost of Confederation, because of the massing of wealth in these provinces and the manufacturers of these provinces were entitled to the protection they needed. At the same time, this protection must not be such that manufacturers in these Maritime Provinces be driven out of business. As far as he could see, the only form of relief that would be of any use to our manufacturers was in the way of transportation.

USE OF PORTS

Mr. Baxter said the Maritime Provinces were entitled to have their ports used and this included placing them in proper condition to use and giving them the necessary railway connection. In the days before Confederation the Grand Trunk was owned privately and the owners had a right to use any port they wished, but when this railway was taken over by the Dominion the people of these provinces felt the Government had no right to use a foreign port to the prejudice of a Canadian port.

The chairman asked how the use of Canadian ports could be brought about and Dr. Baxter said he would force the trade through Maritime Province ports.

The chairman asked if he would do this against the wishes of the shippers and Mr. Baxter said he would

Canadian Jurist's Son Admits Six Murders and 100 Holdups

Royal Commission Opens Session Here



Above is a photograph taken specially for The Times-Star of the members of the Royal Commission investigating the Maritime case, which opened its hearing this morning. From left to right they are as follows: Hon. W. B. Wallace, judge of the City Court, Halifax; F. Maclure Sclanders, commissioner of the Saint John Board of Trade and secretary of the commission; Sir Andrew Rae Duncan, chairman, and Prof. Cyrus MacMillan, of McGill University.

N. S. Newspapers In Bag Lead To Search For Supposed Suicide

BOSTON, Mass., Aug. 2.—Nova Scotia newspapers, dated July 22 and 23, found in a travelling bag picked up on the beach at Wilmerville, Mass., and markings on the bag indicated a recent entry to the United States from Nova Scotia, have inspired police authorities to search for the body of an unknown man believed to have committed suicide. The traveling bag, together with a brown overcoat and grey felt hat, were found near the Pleasant street station of the Boston and Maine Railroad. There was no clue to the name of the owner, but the police department has started an investigation with expectations of uncovering his identity.

False Alarms Cause Loss In Real Blaze

THURO, Aug. 2.—When the volunteer fire brigade had been summoned three times by false alarms of fire, between 11.30 Saturday and 2.30 Sunday morning, the fire chief got angry and prophesied that there would be very few turn outs for the next alarm. His prophecy was proved correct within a few minutes and Alex Munro's barn, garage, car and six hens were destroyed by fire before the force discovered that the fourth alarm was not a joke.

FREDERICTON SELLS \$25,000 IN BONDS

Toronto Firm Highest Bidders, quoting 99.63, Considered a Good Price

Special to The Times-Star. FREDERICTON, Aug. 2.—Bell, Gunlock & Co. of Toronto were the highest bidders for city of Fredericton debentures to the amount of \$25,000, at a price of 99.63. The price is considered a good one. The bonds in serial interest at 5 per cent. Five other bids received were Mead & Co., 98.86, Eastern Securities, Ltd., 99.27, J. M. Robinson & Sons, 99.52, Wood Gundy & Co., 98.90, C. H. Burgess, Co., 99.84.

N. Y. WOMAN IS HALF WAY OVER CHANNEL

Clarabelle Barrett Covers 12 Miles in Five Hours; Man Also Trying

DOVER, Eng., Aug. 2.—At one o'clock this afternoon, five hours after entering the water, Miss Clarabelle Barrett, of New York, was 12 miles out on a straight line between Dover and Calais, in her attempt to conquer the English Channel. She had thus negotiated half the distance in almost record time, and was still going strong. Weather conditions were favorable. Should she succeed, she would be the first woman to swim the channel.

FALLS IN HOLE, DROWNS THREE RIVERS, Que. Aug. 2

Edouard Dupon was drowned here yesterday when he fell in a hole 20 feet deep, dug recently by government dredges. The body was recovered.

7 Jailed In Plot Against Mex. President

MEXICO CITY, Aug. 2.—Seven men and women are under arrest in Mexico City, charged with conspiring against the life of President Calles. The discovery of the plot was announced by the police. The conspiracy is alleged to have been headed by Miss Dolores Lemus, a young city hall stenographer, described by the police as a Roman Catholic. She is among those arrested.

SEATTLE POLICE INCLINED TO BELIEVE STORY

Confesses Career of Crime for Last 25 Years

STARTED AT 20

Says Real Name Tom Johnson and Home in Salmon Arm, B. C.

TRAIN HITS TRUCK FIVE GIRLS KILLED

Sixth Occupant Badly Hurt; One Victim Was Driving Dad's Delivery

GASTONIA, N. C., Aug. 2.—Five girls were killed and one seriously injured late yesterday afternoon at a grade crossing between Gastonia and Bessemer City, when the small truck in which they were riding was struck by a Southern Railway passenger train. The dead are: Bertha Wright, 16, her sister, Laura Wright, 20; Inez and Willard Jenkins, sisters and Annie Gertrude Cloner, Annie Bess is in the hospital with both legs broken and other injuries. All the girls were from Bessemer City. Miss Cloner was driving her father's grocery delivery truck.

INCREASE SHOWN IN CANADA'S TRADE

Imports and Exports For Year Ended in June Both Greater

OTTAWA, Ont., Aug. 2.—An increase of \$18,000,719 in the value of goods imported into Canada during the 12 months ended June 30, last, and of \$28,886,708 in exports from the Dominion, as compared with the 12 months ended June 30, 1925, is shown in a statement issued by the Dominion Bureau of Statistics.

EVIDENCE TOO VAGUE FOR PROSECUTION

Los Angeles District Attorney Considers McPherson Case "Blown Up"

LOS ANGELES, Aug. 2.—District Attorney Asa Keyes, announced last night that he considered the Aimee McPherson case "blown up," as far as investigation by his office was concerned. He stated he believed the evidence of Detective Captain Herman Cline and Deputy District Attorney Joe Ryan, brought to Los Angeles to prosecute anyone in the perjury charge.

French Debt Matters Due Up This Month

PARIS, Aug. 2.—From an evidently inspired communication made public by the Havas Agency, the French semi-official news disseminator, it seems likely that the debt funding agreements between France and Great Britain and France and the United States, will be placed before parliament before that body adjourns this month, for the summer recess.

4,000 ARE DROWNED

Twenty Villages Inundated as Water Rushes Down Chinese Mountain

LONDON, Aug. 2.—The Daily Mail's Pekin correspondent reports that 4,000 persons have been drowned near Lo-yang, former headquarters of Marshal Wu Pei-fu, following inundation of 20 villages. Torrents of water rushed down the mountain sides after heavy rains, the report says, and flooded villages before the natives had any warning of the approaching disaster.

Prince Is Born And Dies On Ocean Liner

NEW YORK, Aug. 2.—A little prince, heir to one of the oldest titles in Italy, was born and died aboard the liner Carmania, during her voyage from Southampton, England, which ended here yesterday. The Prince and Princess Guido Pignatelli Montecarlo were coming to America in order that their child might be born in his mother's native country. The stark outpour native country. The stark outpour native country. The stark outpour native country.

Despite Coal Strike London Deserted For Bank Holiday

By HERBERT BAILEY

LONDON, Aug. 2.—This is "Bank Holiday" and in spite of the coal strike London is deserted today. Nearly everybody is in the country, on the river, or at the seaside. Owing to the importation of foreign coal, train services have been greatly increased recently. The railway service which carried hundreds of thousands away from the city today would not have been possible at any time previously during the strike. This improvement in transportation conditions in spite of stoppage of the mines is causing heartburning on the part of the striking miners and developing sharply differences between them and their leaders.

The Weather

SYNOPTIC—A shallow depression centered over the Great Lakes is causing rain over the greater part of Ontario. In Quebec and the Maritimes, the weather is overcast, while in the west it is mostly fair and cooler. Showers occurred yesterday in some sections of Manitoba and Saskatchewan. Cloudy; Showers.

FORECASTS: MARITIME—Moderate south-westerly winds, cloudy tonight and Tuesday with showers in some localities. NEW ENGLAND—Showers tonight and Tuesday, slightly warmer tonight, fresh, slightly winds.

Temperatures.	Highest	Lowest
Victoria	62	52
Calgary	59	48
Winnipeg	66	52
Toronto	64	58
Saint John	64	56
Halifax	62	50
New York	72	54

BRITAIN ACCUSED OF SELLING ARMS TO TURKEY

NEGOTIATIONS NOW ON, SAYS LIBERAL ORGAN

Chronicle Declares 100,000 Gov't Rifles and Ammunition Involved

LONDON, Aug. 2.—The Daily Chronicle, London organ of the David Lloyd George Liberal faction, today, in a two-column article, said that it was able to reveal that "secretly, through the agency of a British armament firm, the Baldwin Government has, with the necessary sanction of the Foreign Minister, entered into negotiations for the sale of a large quantity of modern arms and munitions to the Turkish Government."

These negotiations, according to the Chronicle, concern 100,000 British Government rifles of the 1914 pattern, with bayonets and scabbards, and 100,000,000 cartridges for the rifles. The price asked for this lot was stated to be \$4,750,000.

The Chronicle recognized the fact that the transaction violated no international law, but said that it was departing from a great British tradition. Accompanying the offer, according to the Chronicle, was a letter from the firm involved expressing gratification at the sanction of the Foreign Office and the War Office.

"The letter was written at the end of March," he Chronicle says, "and mentions that the offer could not be made earlier owing to the absence of Sir Austen Chamberlain, whose consent was necessary."

Sir Austen was then in Geneva.

CIVIC MATTERS IN PULPIT REFERENCE

Rev. James Dunlop in Central Baptist Church—Rev. C. Burnett Here Soon

Rev. James Dunlop returned to his pulpit in Central Baptist church yesterday after a vacationing sojourn in New England. In his sermon last evening under the title "A City's Ills and the Cure," he said the hope of every city lay in its ability for a rule of law. He said that the hope of every city lay in its ability for a rule of law. He said that the hope of every city lay in its ability for a rule of law.

As Rev. Mr. Dunlop will assume his new pastoral charge in the Charlottetown Central Baptist church, West Saint John, September 1, it has been arranged to bring to Saint John Rev. Christopher Burnett to occupy the Central pulpit until the arrival of Pastor-elect Bruce D. Knott, now of Yarmouth.

Rev. Mr. Burnett is a former pastor of the Leinster street Baptist church here and has been occupying pulpits in Calgary, Victoria, Winnipeg and Vancouver since his departure over 20 years ago. His coming to Saint John is being looked forward to with much pleasurable anticipation by the Central congregation.

AT SAVINGS BANK

The deposits for the month of July at the Saint John branch of the Dominion Savings Bank were \$27,935.86, and the withdrawals \$68,045.26.

BIRTHS

McGOWAN—On July 21, 1926, at the Evangeline Maternity Hospital, to Mr. and Mrs. A. McGowan, a son, (John), weighing 10 lbs. 10 oz. Baptism by Rev. Mr. Burnett, on Aug. 1, 1926, at Mr. and Mrs. R. Kettle Jones, Jr., a son.

DEATHS

KING—In Halifax on Aug. 1, 1926, Ada M. King, daughter of the late Thomas and Georgiana King, of this city. Funeral from St. John's (Stone) church on Tuesday, Aug. 3, at 2:30 p. m. Burial at 11:30, Sydney street, on July 30. Dorothy Porter, infant daughter of Mr. and Mrs. Arthur Porter. Funeral today at 2:30. Interment in the new Catholic cemetery.

IN MEMORIAM

COOPER—In loving memory of Mrs. Allan Cooper, who went to rest with God on Aug. 1, 1925. In the graveyard softly sleeping, Where the flowers gently wave, Like the one we loved so dearly, In her lonely, silent grave. She will never be forgotten, Never will her memory fade, Sweetest thought will ever linger Round the place where she is laid. HERBERT AND ETTA COOPER.

ANDREWS—In memory of Dear Mother, died August 1, 1925. Short and sudden was the call of dear mother, who was loved by all. The blow was great, the shock severe, I little thought that death was near. Only those who have lost can tell, The pain of parting without farewell. SON.

CAMERON—In loving memory of William J. Cameron, who died at his home five years ago today, Aug. 2, 1921. Blessed are the pure in heart for they shall see God. FATHER AND BROTHER.

CARD OF THANKS

Mr. A. P. Simpson and family, of Toronto, wish to thank the friends and relatives who attended the funeral of their dear son, and also their many friends for their kindness in their recent sad bereavement.

Local News

SOUTH END GAME

The Royals and Martellos will play a league game on the South End grounds this evening.

STILL UNCONSCIOUS

It was stated at the General Public Hospital this afternoon that there was no change since morning in the condition of Mr. Acorne. He was still unconscious at time of going to press.

SPRAGG TO RUN

Word has been received from George Spragg, the local middle distance man, that he has entered in the 10-mile road race to be held at Sydney next week. Spragg is at present at Sussex, where he has been training for the race, and is said to be in excellent condition.

EIGHT ON LIST

Five men on drunkenness charge were allowed out yesterday on deposits. They failed to appear in the Police Court this morning when their names were called. Three others pleaded guilty before Magistrate Henderson and were each fined \$8 or two months.

AT ROTARY CLUB

At the Rotary Club luncheon at noon today at the Admiral Beatty Hotel, the speaker was J. B. Burke, who took as his subject "The Lost Arts." The chairman was George Hamm. It was decided to hold the annual picnic at Seaside Park on Thursday, Aug. 12.

TO JAPAN NEXT MONTH

Rev. E. C. Hennigar, Methodist missionary of this city who has been home on furlough for several months arrived in the city at noon after a speaking trip in the province. He said he will leave for Japan to resume his work on September 14 and will extend the Flowering Kingdom by the port of Yokohama.

MEETING POSTPONED

The committee meeting of the Common Council which was to have been held this morning was postponed owing to the attendance of the Mayor and commissioners at the session of the Duncan commission, which is meeting here. The meeting with school officers regarding vocational school matters also was postponed for the same reason.

BUILDING REPORT

Permits for new buildings in Saint John in July totaled \$14,400 as follows: American Dye Works, \$5,900; John O'Regan, \$1,000; and Luther Smith, \$7,500. During the month there were issued 69 permits for ordinary repairs. The total building permits issued for the first seven months of 1926 totaled \$22,209, compared with \$62,411 for the same period in 1925.

TRAVEL AT PEAK

Railway traffic from the United States and Upper Canada today reached its highest peak of the season. The Boston Express, which was nearly a half hour late, had seven sleepers for the Montreal train was also over-stuffed and the C. N. R. train, which carried forward the eastward express from both of these midday expresses had to be re-made with extra cars to carry the great press of people. In the depot was an animated scene and a long queue of ticket buyers at the C. N. R. ticket box to be kept in line by the depot policemen.

SHOTS RING OUT IN ST. MARTINS ROAD

Unexplained Fusilade Heard Saturday Night and Car Speeds Away

Revolver shots fired on the St. Martin's road near Loch Lomond on Saturday night caused considerable concern among the residents there as to their meaning. Two men driving in a car out the St. Martin's road near where it turns off from the Loch Lomond highway, saw an automobile parked near the agricultural hall. After they had gone along the road a short distance the men heard shouting in the parked automobile and they stopped. The second machine failed to stop whereupon three shots were heard, and the auto put on speed. This car was a large blue one and headed down the road toward Willow Grove at a high rate of speed.

Funerals

Mrs. Johanna Close
The funeral of Mrs. Johanna Close was held this afternoon from her late residence, 28 Kennedy street, to Cedar Hill. Services were conducted by Rev. Mr. Bracken.

IS FINED \$60

Robert Martin was fined \$60 or six months in jail in the Police Court today on three assault counts. The case grew out of Martin's arrest in Chesley street last evening. Mrs. Owen Brown, his son and David Smith all gave evidence and told of Martin striking all three when they attempted to keep him out of their homes. Mrs. Brown also gave evidence about Martin getting into her home and doing considerable damage.

Friday's Shopping For Only Two Days

Beautiful All Felt Mattress, regular value \$13.50, for \$9.40. There are only limited number to be sold at the above price. Come in and see them.

Linoleums in four yards width at \$1 per square yd.
Oilcloths in best quality, only 55c. per square yd.

Amland Bros., Ltd.

19 WATERLOO ST.

MEN ARE TAKEN TO ST. GEORGE IN LIQUOR CASE

Arrest in Connection With Big Seizure—Vessel Brought Here

Deeply laden with liquors having an estimated value of about \$300,000, the Lunenburg, N. S., former fishing schooner Granite was towed into port Saturday evening from the Wolves, off the Charlotte county coast, by the government patrol boats Patrol G, under command of Captain Kenney, and Nerid, Captain Weston, and was docked at No. 7 berth, Sand Point, where she is now under guard of customs officers. Captain William Trehan, aged 55, of Nova Scotia, who was in command of the vessel, and his wife, Mrs. Moro, aged 35, and giving his native place as Italy, and who is alleged as being the supervisor of the schooner with five of the crew, were taken into custody and locked up at police headquarters. The charges on the police book states that the seven men are held for C. B. Lockhart, collector of customs, on the charge of smuggling liquor into Canada.

BRAASCH CASE

While the vessel was seized on Saturday outside the three-mile limit of the Canadian shore, the charge to be laid is for the Granite broaching cargo one and a half miles inside the limit on Thursday afternoon and delivering about \$40,000 worth of alcohol to Charles Braasch, of West Saint John, who with his motor boat loaded with alcohol was brought to this port by Captain Kenney, of the Patrol G. Collector of Customs Lockhart said last night that he had obtained all the papers and ship's register found on board the vessel, and while the vessel was being searched, the names and ages and the native home of the seven men who were on board, and the only paper announcing an official clearance from the port of the vessel names Boston April last.

Everything points to a legal battle over the seizure of the "Granite," as Captain Trehan is alleged to have remarked that the vessel was seized while outside the three-mile limit. The men arrested were taken to St. George this morning by L. W. Goodhill, town marshal, to stand trial. The men arrested were taken to St. George this morning by L. W. Goodhill, town marshal, to stand trial.

YOUTHS IN TROUBLE

Three Before Police Magistrate on Charges of Breaking and Entering

Byrne Sutton, aged 16, Walter Coleman, 17, and Truman A. Boyle, 16, appeared before Magistrate Henderson in the Police Court this morning in answer to charges of breaking and entering in the warehouse of the Eastern Steamship Line and stealing articles valued at \$35. On application of Sergeant Detective Power the three were remanded for three days. It is understood that the evidence will take the form of a preliminary hearing. J. Star Tait appeared for Boyle.

PERSONALS

Mr. and Mrs. Wallace A. Blair and daughter, Cornelia, of Somerville, Mass., are visiting at the home of Mrs. Blair's parents, Mr. and Mrs. Stephen Mackay, 217 Spring street.

Miss Arthur's of Salem, Mass., arrived here yesterday on the S. S. Prince Arthur and is visiting Mrs. Mabel Campbell, 297 Charlotte street. Mrs. William McAuley of 38 High street is visiting her mother, Mrs. Maynard Leggett has returned home from Campbellton.

Mr. and Mrs. Gordon Williams of North End are spending a vacation in Bedford, Queens Co.

Miss Annie Bell of the D. S. C. R. Hospital, Lancaster, who has been visiting her mother, Mrs. Elizabeth Bell in Montreal, returned home last evening.

Miss Audrey Gillies of Montreal who has been visiting relatives and friends here, left for home last evening. While here several social events were arranged in her honor.

Miss Annie Bell, former speaker of the Massachusetts Legislature and president of the Massachusetts Nurses' Association, is in Fredericton visiting old friends. He was school teacher there upwards of 25 years ago.

Mr. and Mrs. J. W. Foster, Mr. and Mrs. C. A. Stephens, Mr. and Mrs. J. D. Maher returned from Halifax last evening.

Mr. and Mrs. William Rackley and son, Arthur, formerly of Saint John, N. B., and Rev. Father Wm. Nowlan, of St. Governor Dingley on Saturday evening for their home after renewing their visit to Saint John.

Mr. Rackley visited his brother, Richard, 92 St. James street. Mr. Charles Flower, Coburg street, Miss Scriber expects to remain here during the month of August.

Mr. and Mrs. J. G. Knowlton returned to their home in New York and Georgian Bay. She is residing with Mrs. F. J. Lynch, 176 Sydney street.

R. J. Romney of this city, general manager of the Eastern Steamship Line, returned from Toronto today.

Mrs. Cyril Bedford of Boston is visiting her parents, Mr. and Mrs. F. E. Whedley, at their summer home, Marlinton shore.

Master Harry Dupuy, of Brockville, Ont., arrived in the city at noon to visit his aunt and uncle, Mr. and Mrs. F. S. Dupuy, 79 Leinster street.

Mrs. W. D. Large, of Lowell, Mass., arrived in the city today, called here to visit her mother, Mrs. Miss Lulu Bell, Peters street, who is a patient in the General Public Hospital.

Ken Anderson, son of Robert Anderson, arrived from Chicago today to visit his aunt, the Misses Anderson, 256 King street east. Miss Audrey Anderson, daughter of Ernest Anderson, Montreal, also is visiting her aunt at the same address.

Miss Magee, daughter of Mr. and Mrs. J. M. Magee, Wellington Row, arrived in the city from Indiana today. Miss Magee is a professional nurse. Miss Sisley Magee returns from the Oak Bay, Charlotte county camp this evening.

Mrs. W. H. Flewelling, of Boston, reached Saint John today to visit at her old homestead in Kingsport. She is a sister of I. C. Northrup of this city.

Mrs. Walter DeLaney Carr, of New York, arrived in the city today to join her sisters, the Misses Paire, also of New York, at their summer cottage, Duck Cove. Mrs. Carr was met at the depot by Mrs. Fred R. Taylor.

Nominations

NORTH BRUCE, Ont.—James Johnston, Progressive.

EAST ESSEX, Ont.—E. G. Odette, Liberal.

SOUTH RENFREW—J. F. Gibbons, Progressive.

FRONTENAC—ADDINGTON, Ont.—R. J. Bushnell, Progressive.

NORTH VANCOUVER—W. D. Lafuze, Labor.

SOUTH WELLINGTON, Ont.—W. A. Burnett, Progressive.

LINCOLN COUNTY, Ont.—Hon. J. D. Caplin, Conservative.

RICHMIEU, Que.—W. G. Moran, Conservative.

JACQUES CARTIER, Que.—T. Rheaume, Liberal.

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AUTHOR OF DUNCAN REPORT IS IN CITY

Master of Cruiser Margaret Also Comes to Saint John—Decline to Talk

Inspector Walter Duncan, of Toronto, who probed the alleged violation of customs regulations by officials and submitted his report, commonly referred to as the "Duncan report" to the Mackenzie King administration, arrived in the city yesterday. He said last night that his trip to this province was for holiday purposes. He refused to comment on his report. He is registered at the Admiral Beatty.

Captain LaCouve, of Gaspé, master of the cruiser Margaret, which has figured in recent political speeches, arrived in the city Saturday. Captain LaCouve refused to give out anything for publication. He did remark, however, that he was here to meet Inspector Duncan. Captain LaCouve is registered at the Royal.

PICNIC IS HELD BY STAFF OF OAK HALL

Happy Time is Enjoyed at Kennebecasis Island—Winners at Sports

The staff of Scoll Bros. Ltd., entertained on Saturday at a picnic on Kennebecasis Island. Special motor buses left the store at 2 o'clock and proceeded to Millidgeville, thence via the Maggie Miller. Fifty-two were present. Much credit was given Miss Olive Smith, who looked after the refreshments, which were abundant. A. Clint Regan was convener of the sports.

A bean-eating contest was easily won by Allan Whitehouse. Ladies' tug-of-war—Won by Miss S. McKay's team. Diving—Won by Miss Helen Chase. Fifti yards swimming—Dan Owens. Raft race—S. C. Young. Ladies' race—Miss Helen Chase. Wheelbarrow race—Clint Regan. Excavator's race—L. DeVoe, 1st; H. Scovill, 2nd.

Soft ball games were played and won in turn by the Men's Furnishing's and Boys' Department. The fat men's race was won by a nose from Dan Owens by George Currie.

FOREST FIRE LOSS IN JULY IS LIGHT

Smoke Pall Over Province Grows Thicker, With Visibility Poor

FREDERICTON, Aug. 2.—The smoke pall hanging over the province for some days is thicker than ever. This morning some of the forest service lookouts reported visibility as low as eight or 10 miles. No fires have been reported in the woods. July passed with forest fire loss light. The Little Seoville fire was the most serious and was not large compared with fires a few years ago.

Father Osborne Preaches in City

In the absence of Rev. J. J. McDermott, pastor of St. John the Baptist Church, the acting pastor, Rev. Arthur Kinella, was assisted at the services yesterday by Rev. Wm. Osborne, of Devon, N. B., who is spending a short vacation at his home here. Father Osborne officiated at the 8 o'clock mass yesterday morning and preached at both the 8 and 10 o'clock masses. At the early mass he called the congregation to prayer, the Catholics of the Holy Name Society who were receiving monthly communion, and spoke of the seal of their chaplain, Father Kinella, for their spiritual welfare. He gave a short discourse on "The Love of the Sacred Heart."

Visiting Teachers Reach Fredericton

FREDERICTON, Aug. 2.—The special train bearing the Canadian Teachers' Federation party over the C. N. R. route to Charlottetown, arrived here this afternoon at 12:40 from Newcastle. The party will spend the rest of the day in Fredericton. Tuesday they will go to Saint John by boat arriving at 3:30.

These Better Suits

Which we received and advertised recently have met with great approval from good dressers.

The smart patterns, the splendid fit, the excellent finish, the perfect hang which characterizes them have favorably impressed every customer. They're priced

\$40, \$45, \$50

NEW NECKWEAR

Distinction is the keynote of this collection of new Neckwear, for every scarf boasts some novel, striking touch of color or design.

\$1, \$1.50 to \$2.50

GILMOUR'S

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Better Value

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The qualities you are sure of there—and the selection—satisfy you further that such an important purchase is more successfully accomplished at Ferguson & Page.

Governing every purchase is their duty to you and their seventy year reputation. The Senior Jewelers certainly should be in a position to look after your needs to your best advantage.

Ferguson & Page Senior Jewelers Open Friday evening, closed Saturday 1 p.m.

Case Postponed As Man Is In Hospital

Master of Cruiser Margaret Also Comes to Saint John—Decline to Talk

Inspector Walter Duncan, of Toronto, who probed the alleged violation of customs regulations by officials and submitted his report, commonly referred to as the "Duncan report" to the Mackenzie King administration, arrived in the city yesterday. He said last night that his trip to this province was for holiday purposes. He refused to comment on his report. He is registered at the Admiral Beatty.

Captain LaCouve, of Gaspé, master of the cruiser Margaret, which has figured in recent political speeches, arrived in the city Saturday. Captain LaCouve refused to give out anything for publication. He did remark, however, that he was here to meet Inspector Duncan. Captain LaCouve is registered at the Royal.

PICNIC IS HELD BY STAFF OF OAK HALL

Happy Time is Enjoyed at Kennebecasis Island—Winners at Sports

The staff of Scoll Bros. Ltd., entertained on Saturday at a picnic on Kennebecasis Island. Special motor buses left the store at 2 o'clock and proceeded to Millidgeville, thence via the Maggie Miller. Fifty-two were present. Much credit was given Miss Olive Smith, who looked after the refreshments, which were abundant. A. Clint Regan was convener of the sports.

A bean-eating contest was easily won by Allan Whitehouse. Ladies' tug-of-war—Won by Miss S. McKay's team. Diving—Won by Miss Helen Chase. Fifti yards swimming—Dan Owens. Raft race—S. C. Young. Ladies' race—Miss Helen Chase. Wheelbarrow race—Clint Regan. Excavator's race—L. DeVoe, 1st; H. Scovill, 2nd.

Soft ball games were played and won in turn by the Men's Furnishing's and Boys' Department. The fat men's race was won by a nose from Dan Owens by George Currie.

FOREST FIRE LOSS IN JULY IS LIGHT

Smoke Pall Over Province Grows Thicker, With Visibility Poor

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THE LURE OF BRASS

The Art Craftsmanship of the Chinese is quite the vogue for gifts that are odd, charming and enduring. We have a large variety to choose from, prices ranging from 50c. to \$12.00 each.

O. H. WARWICK CO., LTD.

78-80-82 KING STREET

WRITES MUSIC AT 8

DETROIT, Aug. 2.—Remember the name of Vivienne D. Arkos, for some time when you hear a composer in a recital it may be she. Vivienne, now 8 years old, is not only a concert pianist (she's been that since she was 2) but has composed a suite of child's pieces.

VERY GOOD, PUPILS.

SACRAMENTO, Cal., Aug. 2.—New answers were given to old questions in a test given recently to high school sophomores. "Alcohol is made from gasoline," "air brakes are used on balloons," "ginger is a kind of marmalade," and "bacon comes from a cow," were some of the answers.

PICNIC IS HELD BY STAFF OF OAK HALL

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BAXTER GIVES PLAN TO FORCE TRADE BY CANADIAN CHANNELS

Continued from page 1. The chairman said he would like to see a private conference with Mr. Baxter on matters of taxation, in view of the statement that the province did not have sufficient revenue to properly carry on its activities and needed an increased subsidy from the federal parliament.

Mr. Baxter touched on the Valley Railway and the request of the province that this be taken over by the Dominion as a part of the C. N. R. It had been admitted by Hon. Frank Cochrane and Hon. Dr. Reid that the demand was a just one and that it should be complied with. The railway had been built on the understanding that it would be taken over and built to the transcontinental standard.

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New Brunswick Case

Premier Baxter's statement of the claims of New Brunswick in respect to Maritime disabilities within Confederation is as follows: In laying before the commission a statement of the views of the Province of New Brunswick with reference to the claims of that province upon the Federal Government, it is desirable to point out that the province considers that its claims are properly the subject of direct negotiation between the two governments concerned. If the Federal Government wishes to inform itself by means of this commission of the existence of a certain state of facts, will be glad to assist the commission in every possible way; but in so doing desires it to be distinctly understood that it in no way binds itself to accept the conclusions of the commission as decisive between the provincial and federal governments. In other words, the Province of New Brunswick is not submitting a case to a judicial or arbitral body, but simply an attempt of the Federal Government for the purpose of conveying information to the latter body.

It has been understood that the Province of Nova Scotia that that province should present the commission an historical statement with reference to the formation of confederation, subsequent alterations in terms and dealings with other provinces. New Brunswick accepts the case as presented by Nova Scotia, in which it desires to supplement by the following statement: N. B. STATEMENT. The claims of the Province of New Brunswick to special consideration are based not so much upon a comparison of what the province receives from the Dominion Government with the subsidies in various forms received by other provinces, nor upon the addition of territory which have been given to other provinces, as they are upon the basic principle that Confederation was undertaken in the belief that it would result in increased prosperity to all its members. It is evident that no province would have entered the union under any contrary expectation.

The present Province of Quebec and Ontario sought an eastern Maritime winter outlet. They obtained it, and the federal railway operation has, for years, benefited ports in a foreign country, instead of fully developing them in New Brunswick and Nova Scotia. FREIGHT RATES MATTERS. The statement of the former Province of Canada held out the hope to the Maritimes that they would find for many of their products a ready market in the former. Statements of this character were honestly made and sincerely believed. Partly through industrial development and partly because of adverse transportation conditions, New Brunswick lines have today with very limited trade with the other provinces. We cannot expect the industrial provinces to forego the benefits of their enterprise, but we can, and do, ask that we shall receive special consideration in the matter of freight rates, so as to enable us to reach their markets on terms of fair competition. This matter is under consideration by the Board of Railway Commissioners for Canada, and to some extent constitutes an overlapping of the functions of this commission, but we feel that this need not prevent an endorsement

led the Provincial Government to believe that the Dominion Government would eventually take over this railway. The heavy burdens imposed in consequence of the war, and the financing caused by the Great War, have hindered as well as the complete construction of this railway as taken over by the Dominion. The road is now constructed and is in operation from Westfield to Centreville, and running rights over the Canadian Pacific Railway have been obtained from Westfield to Centreville. The portion from Centreville to Grand Falls has not been constructed, and the Provincial Government committed to complete the road. It has been built up to the standard of the National Transcontinental Railway, and is designed to give that system a direct route to the port of Saint John. It is leased to the Canadian National Railway, the province receiving forty per cent of the gross revenues as rental. This results in a carry over of the province from \$200,000 to \$270,000, which has been unable to meet out of its current income, and unfortunately has added to its capital of indebtedness. This work was undertaken to overcome the terms and conditions of a national enterprise and that way is bound to deal with upon that basis.

LIABILITY BILLIONS. The province has incurred liability for the cost of the road amounting to \$7,498,987. To this must be added \$1,000,000 yet unpaid amounting to about \$8,498,987, or a total cost of \$8,498,987. In addition to which the province paid \$1,490,470 in respect of annual deficits from 1920 to 1925 both inclusive. This makes a total of \$9,989,457. The province by a refunding arrangement in 1920 and 1921, effected a saving of \$388,000.00 upon these costs. The Dominion has contributed as subsidy \$1,000,000, which is in excess of the total cost of the road. For further details it is proposed to submit to the commission a brief submitted by Hon. W. E. Foster, Premier of the province, to the Dominion Government, which fully sets out the details of the situation.

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1911 or investigation expenses in 1915, in all over \$33,000.00. I may say that "deficits" were made up of interest, running rights, interest on value of terminal freight, interest on Northern N. B. and Seaboard claim and miscellaneous expenses—less share of earnings and in-crease of trust companies. I trust that this is the information you desire. Yours faithfully, ROBERT BAYLEY, Deputy Provincial Secy-Treasurer.

Board of Trade Case

The following presentation of the Saint John Board of Trade case was made by J. D. McKenna: The claims of the Maritime Provinces for a more equitable interpretation and application of the Confederation agreement and the demand for a more equitable share in the benefits of the Confederation are not new. They have been the subject of discussion since the Confederation was formed in 1867 and later, is one of the outstanding national questions confronting the Dominion of Canada at this time. The dissatisfaction which exists in the Maritime Provinces is something that concerns Canada as a whole, and during the past few years the Maritime Provinces have been suffering from the disabilities of the Confederation. The intention to protect the diversified interests of the several provinces and secure efficiency, harmony and peace in the working of the union was also publicly expressed by the Maritime Provinces in the movement from the provinces of Ontario and Quebec.

CONFEDERATION HISTORY. Herewith is submitted a history of the Confederation movement, which discloses that it was intended that the Maritime Provinces would derive substantial and lasting benefits from a union of the provinces of British North America. In this history the commission will find extracts from speeches delivered by prominent Canadian statesmen, notably Sir John A. Macdonald, Sir George Etienne Cartier and Hon. George Brown, in which were represented the various definite advantages which it was the intention of the leaders should accrue to the Maritime Provinces after the Confederation agreement had been consummated. Among the pledges made was one providing for the construction and operation of the Intercolonial Railway as a national work, and its extension to the Great West so as to bring the traffic of the Intercolonial Railway as a development of the Canadian Atlantic ports, with a view to freeing Canada from the necessity of using United States ports for winter traffic; the opening of the markets of Upper Canada to Maritime Province producers, and the betterment of business conditions in the Maritime Provinces.

VISIONS OF 1866. The ideals of unity, prosperity, harmony and contentment were envisioned by the statesmen of 1866 who met in London to confer with the Imperial Government to definitely settle upon the terms of the pact out of which the Confederation of the Dominion of Canada was born. The resolutions adopted by that conference contemplated only one outcome of Confederation, to which all would contribute proportionately and from which all would correspondingly benefit. But the experience of at least one of the partners has been that a united Imperial company has been in operation and that at least some of the shares have been secured for themselves an unjust proportion of the profits of the Confederation, and that at least some of the dividends long past due us be fully paid up.

FOR NATIONAL OUTLOOK. Unless Canada be national in her outlook she cannot endure as a Confederation. In London in December, 1866, her national status was provided for by resolutions on which, and to which only, was the accuracy of the British North American provinces made possible. These resolutions are embodied in the official bluebook published in 1867 by authority of the Imperial Government, and constitute the real basis of Confederation and in every sense each of the provinces entering into a solemn obligation to safeguard the common interests of all and to strive for the upbuilding of all.

JUSTICE TO ALL. The very first resolution calls for a federal union and for the application of "principles just to the several provinces and to the people of each." "The best interests and present and future prosperity of British North America will be promoted by a federal union under the Crown of Great Britain, provided such union can be effected on principles just to the several provinces." The second resolution adopted at the London Conference reads: "That the Confederation of the British North American provinces the system of government best adapted under existing circumstances to protect the diversified interests of the several provinces and secure efficiency, harmony and permanency in the working of the union is a general government charged with matters of common interest to the whole country and to protect the interests of each of the provinces, and for the provinces of Nova Scotia and New Brunswick, charged with the control of local matters in their respective spheres, provision being made for the admission into the Confederation on equitable terms of Newfoundland, Prince Edward Island, the Northwest Territory, and British Columbia."

DEFEATED HERE. So marked was the opposition to Confederation in the Maritime Provinces that the measure was defeated in New Brunswick, was not submitted to the people in Nova Scotia and could not possibly have been carried out in the Maritime Provinces before the construction of the Intercolonial Railway and its operation as a national work to overcome the geographical handicaps of these provinces within the union. It is clearly indicated in the London Conference that the Maritime Provinces were defeated in the London Conference, and that the measure was not submitted to the people in Nova Scotia and could not possibly have been carried out in the Maritime Provinces before the construction of the Intercolonial Railway and its operation as a national work to overcome the geographical handicaps of these provinces within the union.

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resolutions that it was the intention of those concerned with the Confederation preliminaries that the Intercolonial Railway should be extended to the Provinces of Quebec, Ontario and the North-West Territories, as provided for in Resolution 96 of the Confederation. Clearly the fathers of Confederation saw the importance of using all-Canadian routes for Canadian traffic and left no doubt in their declarations as to their intended policy.

DEMAND NATION WIDE. A CANVASS IN 1925 of the Canadian boards of trade, chambers of commerce, Canada and other clubs, and business houses, extending from the Atlantic to the Pacific, revealed that the general government to give effect to the resolutions which pledged the improvement required for the development of the trade of the Great West with the Atlantic seaboard of the united provinces. In fact the Federal Government has persistently permitted if not encouraged such action.

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The Evening Times-Star

The Evening Times-Star, printed at 25-27 Canterbury street, every evening (Sunday excepted) by New Brunswick Publishing Co., Ltd., J. D. McKenna President.

SAINT JOHN, N. B., AUGUST 2, 1926.

WELCOME!

With the arrival here of the Royal Commission under the distinguished chairmanship of Sir Andrew Rae Dunlop, the people of this city and province, being thus brought directly into contact with an investigating court of such importance to the Maritimes, and indeed to the whole Dominion, will follow the proceedings before the Commission closely, eagerly, and with mounting hope and confidence.

Why was this Commission created? Why is it here? We may ignore in this connection any merely partisan statements for and against this enterprise in conciliation and good Canadianism, and consider for a moment some of the possibilities and probabilities dwelling within the four corners of the Commission's mandate.

In the opening paragraph of the statement to be submitted today by Hon. Doctor Baxter, Premier of New Brunswick, on behalf of the local government, there are two arresting sentences which go directly to the heart of the whole matter. Without any purpose of analyzing or assaying Premier Baxter's brief for the province we may at least quote here the sentences in question. Here they are:

"The claims of the Province of New Brunswick to special consideration are based not so much upon a comparison of what the Province receives from the Dominion Government with the subsidies in various forms received by other Provinces, nor upon the additional territory which has been given to other Provinces, as they are upon the basic principle that Confederation was undertaken in the belief that it would result in increased prosperity to its members."

That is well said. It deals with the fundamentals. The assertions are beyond dispute, and being so, they carry certain implications to which, it should follow, the Commission will give due consideration in marching to its objective.

The Sabbath, as has been said, was made for man, not man for the Sabbath. The Union was made for the provinces, not the provinces for the Union. The Union is almost three-score years old. The act of Confederation, the conditions, the bonds of Confederation, these are not as the laws of the Medes and Persians; if the general welfare of the Dominion necessitates changes these can and should be made. If any province or provinces, after fifty-nine years' experience in the family, find themselves laboring under disabilities, not only contemplated but purporting to have been guarded against during the formation of the original compact, it is the duty of all to discover means of doing justice to all the partners while still preserving the Union—indeed not only preserving it but strengthening it. And no precedent, no mere worship of a formula, no natural desire to prevent disturbance of the status quo can properly be urged as a legitimate reason why the suffering partners shall not press for and confidently expect such modifications of the original bargain or such new measures as may be necessary to give to this Union attains its sixtieth year the same measure of contentment and prosperity enjoyed by their more fortunate associate provinces.

Thus, we apprehend, the case stands today when Sir Andrew Duncan and his highly competent Maritime associates begin their enquiry in New Brunswick.

The Commission will find here no set of whining beggars seeking advantages at the expense of their fellow-Canadians resident westward of the New Brunswick-Quebec boundary. They will find a robust and fair-minded people, devoted to the Union, proud of their place in the Empire, content with approximate equality of opportunity, seeking no more than justice, but resolutely believing that this Confederation will march forward with renewed heart and vigor if the Maritimes, so far as federal policies and enterprises are concerned, be given that which they naturally expected when they threw in their lot with the Central Provinces fifty-nine years ago.

LAW COURT ILLUSTRATIONS. The question of publication in the Press of details of unsavory cases in the courts is one which requires the most careful handling, but the newly enacted British law, forbidding the Press photographer to snap or the Press artist to sketch in court or in the precincts of the court, is sound legislation. Apparently the new law is designed to protect all—principals, witnesses, jurors—in all proceedings. The Briton had a hard enough fight in the first instance to secure the abolition

of secret trials, and even this was attained long before the Press was accorded full freedom to publish accounts of and comment on matters of public interest. When these battles were won, it was never thought that such liberty would ever be used to pander to the morbid tastes of the sensation-lover. Now, however, the news is read by every man and woman and by most children throughout the length and breadth of the land. A reading public, critical of the fare presented to it and of the garb in which it is clothed, has been swamped by a less discriminating public, and it is perhaps natural that certain newspapers with an eye to increased circulation should go to extremes in providing highly spiced food for the baser instincts of human nature, not confined exclusively to high or low.

British Judges have discretion to hold court in camera if they think such a course will be to the interest of decency and morality. That they seldom exercise this prerogative—and never, so far as we are aware, in such a manner as to elicit protest—is a pleasing commentary on the confidence reposed in the Bench. On the other hand the spectacle of crowds competing for admission to hear salacious disclosures in unpleasant law-suits has occasioned widespread disgust and called for remedial measures compatible with constitutional liberty.

The recent general strike in England when the publication of news was arrested and curtailed furnished direct evidence of the effect on the public of such a state of affairs. People did not know that such and such a thing was going to happen; therefore they did not turn up to see it happen. Later when space still precluded anything beyond a mere record without emphasis or display, much the same state of affairs resulted. Undoubtedly the Press can, without comment, by simple featuring of a story, excite public interest.

The use of pictures and photographs in an illustrated newspaper naturally draws attention to a story. If this be employed to unobjectionable ends, well and good; but Britain has evidently come to the conclusion that such advertising of cases in court is unnecessary to ensure reasonable publicity and does not tend to promote the common weal. Most will agree with Britain.

It is a most extraordinary thing that France always appears in the role of a disturber of harmonious development when the expansion of dependencies—especially in North Africa—of other Powers is in question. She has a way of watching projects in the making and then stepping in to upset calculations. The memory of Fashoda is not dim and now Mussolini has drawn attention to protests, allegedly inspired by France, against a canal project affecting the Sudan and Italian Somaliland. It is a dangerous game as old as international relations to divert attention from troubles at home by creating a storm abroad. France has played this over and over again, but, he it noted, with scant ultimate profit to herself when she has opposed legitimate British interests.

Odds and Ends

What is Fame? (Boston Post.) If Suzanne Lenglen, easily the most famous of French women, had landed in South America yesterday, long stories of everything that she saw would have been printed in all the afternoon papers. The stories would be there because the public would be eager to read about her impressions and her plans. But the French woman who landed in Brazil yesterday was only Mme. Curie, discoverer of the astounding properties of radium. So the announcement of her arrival was tucked away in a small item.

Is Suzanne so much more important than Mme. Curie? Fifty years hence will intelligent men and women recognize the tennis player's name? And will they not recall, even if vaguely, the name of one of the greatest scientists of our times?

All Watching Egg! (Montreal Gazette.) There is a famous egg of the Condor at the Zoo in Washington. It is about four inches long and a flat white color. The egg, like the California Condor, is scarce, and thousands are waiting for word of the hatching.

A pair of them have been inhabitants of the Zoo for several years, and have rightly been the centre of much interest. Rivalling in size and proportions its famous relative of the Andes, our American birds may well challenge admiration, says Nature Magazine. It has lived in California for many long years, for the bones of its ancestors have been found associated with those of the sabre-toothed tiger, the ground sloth and the gigantic wolves of long past ages.

This magnificent species is in danger of extermination. The slaughter of the bird by irresponsible gunners, and the search for the nests by egg collectors have brought the species to a dangerous state. Within historic time the bird lived as far north as the Columbia River, and east to Arizona and Utah, but is now reduced to a few pairs inhabiting the most rugged and southern and lower California. The Condor averages four feet in length and weighs from 20 to 25 pounds. It has great wingspread. The general plumage is black.

British Irony



Macrow: "It's wonderful how fond this chap is of you, sir. Bought that present out of his week's wages, he did." —From Weekly Dispatch, London.

Queer Quirks of Nature

HE'S LITTLE, BUT A FIGHTER

A FEROCIOUS little creature is this pretty black and brown butterfly. When they with a sip of honey they visit a colony of plant lice and drink the honeydew secreted by them. It is on plant lice that caterpillars live. Plant lice are among the worst of our insect pests. So in spite of their colorful habits we should encourage these little caterpillars, as they are really friends of ours. The caterpillars are very well protected by long stiff bristles and usually live in loose silk tunnels where they are safe from ants.



Ferocious Butterfly.

The butterflies themselves never visit flowers. When they with a sip of honey they visit a colony of plant lice and drink the honeydew secreted by them. It is on plant lice that caterpillars live. Plant lice are among the worst of our insect pests. So in spite of their colorful habits we should encourage these little caterpillars, as they are really friends of ours. The caterpillars are very well protected by long stiff bristles and usually live in loose silk tunnels where they are safe from ants.

numbers of the younger caterpillars. They even sometimes catch the smaller butterflies when they visit flowers. But ants will never touch these feeble little butterflies, shying away from them as if they dreaded them. And they will never harm their eggs. The ants are very strict about the caterpillars at every chance they get. The caterpillars are very well protected by long stiff bristles and usually live in loose silk tunnels where they are safe from ants.

I thought, beloved, to have brought you a gift of quietness and ease and peace. Cool your brow with the mystic dew Dropping from twilight trees. Homeward, go not yet; the darkness grows; Not mine the voice to still with a torrent. More than this, what does From the first fount the stream of quiet flows Through other hearts than mine. Yet of my night I give to you my rest, And of my sorrow here the sweetest gain, And in the end beyond my iron bars, My scorn of all its pains.

The Political Fray

Liberal HERES A PREDICTION. (Sydney Record.) There is not much doubt that Ontario will go very strongly Tory again as it did last year, though the Liberals have a good chance to improve their showing in that province somewhat, and Quebec will again be overwhelmingly Liberal.

At the moment, Liberal prospects look brighter in the Maritimes. In the Prairie country the action of the Liberals and Progressives in taking steps to avoid the three-cornered fights which helped the Conservatives so much last autumn may fairly be expected to cost the Government several seats. In British Columbia there may not be much change from last year when the Conservatives carried 10 of the 13 constituencies, and any change that does take place will not affect the Dominion standing of the parties very much one way or another. Taking the country as a whole, the chances at present are certainly strongly against Mr. Meighen, but there is a possibility that the outlook is that there will be more opponents of Conservatism than supporters of Conservatism in the next House.

THE CUSTOMS SCANDAL. (Winnipeg Tribune.) Mr. Meighen demands right of way for the customs scandal. He takes the position that without honest and efficient administration all other governmental programs fall to the ground, that practices prevailing in the customs department must be censured by the people as they have been by Parliament before there can be any real government conducive to the public weal.

How far Mr. Meighen will succeed in his effort to force concentration of the electors' thought upon the customs scandals to the exclusion of other questions remains to be seen. Mr. King will without doubt struggle as hard as he can to keep the affairs in a dark corner, as Mr. Meighen is endeavoring to give them a place in the limelight. In this battle of wits and strategy it is fairly evident that Mr. Meighen has the place of vantage. It will be difficult to dislodge him. His summing up of the case against the Government in his Ottawa speech was a singularly effective piece of work.

THE JOURNAL WARMS UP. (Ottawa Journal.) Do the people of Canada want five years more of uncertainty, of chaos, of Parliamentary log-rolling and barters? Do they think that Mackenzie King and his friends—the Dolbins and the Carlins, the Balfours, the Heaps and the Bourassas and the Woodworths—can the people give Canada honest, earnest, vigorous administration? Not if they will study the record honestly. Not if they will give to the national press that conscientious regard for what is right and decent and proper that their citizenship challenges them to give.

Just Fun

WE HEARD a woodpecker drilling away this morning on the tin corner of a house. The noise that the misguided creature made sounded like the telephone in our office.

A SUCCESSFUL monopolist is a man who gets an elbow on each arm of his theatre chair.

BE CAREFUL, boy, flowers don't care who they lays on.

PARDON me, is that the drug store, with the candy in the window? No, that's it over there—Motorcycles and Radio!

MODERN LULLABY

Rock-a-bye baby, upon the bough, You get your milk from a certified feed. Before your eugenic young parents were wed, They had decided how you should be fed.

Hush-a-bye, baby, on the tree-top, If grandfather trots you, you tell her to stop. Shun the trot-horse that you grand, He will work harm to your little insides. Maternal scientific—she knows all the laws— She kisses her darling through carbolic.

Rock-a-bye, baby, don't wriggle and squirm; Noted a near you that looks like a germ.

I PUT a tack on teacher's chair yesterday. "Did you? I'll bet he won't sit down in a hurry again!" "No, and neither will I!"

MOST pleasure travel is for the purpose of saying we've been there when we get back.

THE invention most needed by the churches now is a collection plate that can be passed by radio.

GREEN was always spinning yarns about his experiences in Africa, and usually he wound up by saying that never yet seen a lion he feared. One night, after he had finished yawning, he was taken aback by one of his audience, who said: "That's nothing, I have thrown myself down and actually slept among lions in their wild, natural state."

"I can't believe that," said the bold hunter. "It's the truth, though." "Can you prove it?" Were they African? "Well, not exactly. African lions. They're dangerous!"

HOPE AT LAST

THERE was a landlubber with the shipwreck crew that had been adrift for two days, with hope at low ebb. "What's that?" exclaimed the landsman, pointing into the distance. "That's land, isn't it?" "I see some smoke on the horizon," replied the first mate. "Well, hang it, that's better than nothing. Let's pull for it!"—Cappes Weekly.

ANOTHER NAME FOR THE EDITOR

FARMER: I must hurry along and send my bill to the slaughterhouse. Author: Oh, then you are one of us?

BUT THEY LIKE IT

I CAN'T bear to have my children kissed by strangers. "Neither can I," it can't be helped. They are all over it!—Meggenorfer Blaetter, Munich.

Timely Views On World Topics

BRITISH PEOPLE UNABLE TO PAY DEBT TO AMERICA. By LORD ROTTERMERE. British Newspaper Proprietor, in an Editorial in London Daily Mail.

IN THE present disturbed state of European currencies and trade it may be necessary to explain to United States Government that our payment of interest on our debt to the United States and the instalments on principal are a gesture of good faith and that we are not in arrears. It is to be regretted that Great Britain is to receive nothing from her debtors. The people of this country cannot possibly continue for two generations to pay what will inevitably be regarded by them as tribute without receiving anything of what they are owed.

The burden will be one far beyond their capacity to bear; indeed, there is no example of a nation in ancient or modern times paying such an amount to a foreign country. If there is only the extremely remote chance of France and Italy being able to pay us any fraction of what they owe us, then our heavy payments to the United States must completely crush our industries.

It would be a great mistake to suppose that in such an event as the genuine inability to pay debts owed to foreign governments, the credit of the nation which is unable to pay would be affected. These war debts to governments differ totally from obligations of state to private individuals. Their settlement has nothing whatever to do with currency stabilization and does not secure stability, as international financiers a few years ago professed they would.

The example of Italy proves this. She has settled her debt question; yet her lira is falling violently and oscillating almost as badly as the franc.

This difference of war debts from other debts was perfectly explained by Lord Balfour in his famous note. The allies, as he wrote, were partners in the greatest international effort ever made in the cause of freedom, and they still are partners in dealing with some of its results. Their debts were incurred and loans were made for the great purpose common to them all.

It must be remembered that practically every penny Germany pays in reparations, supposing she ever fulfills the terms of the Dawes plan, will go to the United States, not to the European allies of America, who fought, bled and suffered and now sit overwhelmed with debt, with their economic structure shaken from the foundation to the summit by these violent currency troubles.



THEY NEVER WERE. NEW YORK—An old-time detective, now retired, returned to headquarters office here, the other day, and sat around most of a day moodily watching the modern "dicks" come and go. The old-timer was depressed. Things weren't what they used to be. The detective type was gone—the famous type that flourished under Byrnes. Twenty-five years ago "the guy from the Central Office" was stockily built, bull-necked and broad-

shouldered. He had a keen, alert look about him and, inevitably, a moustache which served to occupy his fingers when his mind was busy. He dressed in black, wore some sort of fraternal order's emblem and, most important of all, was devoted to his derby hat. He knew everybody and everybody knew him. That was part of his business. Not so the modern detective. He is a man of subtleties, sometimes he even doesn't wear a derby hat. . . . No, things aren't what they used to be.

MORE THAN HOURS

KANSAS CITY—In a discussion during the recent meeting of the United Union leaders, Miss Lillian Herstein, a Chicago Junior High teacher, took up a new point of view in regard to working hours and conditions. It is important and necessary, she pointed out, to reduce working hours to a decent maximum, but it is also important to make sure that workers, and work-

ers, are able to get the most out of their leisure time afforded by shorter hours. She suggested that Americans, as a whole, have much to learn in the matter of using spare time. It's so easy to pay to be amused instead of doing something absorbing on one's own.

DINNER STORIES

A CITY couple on a drive through the country in the late autumn pulled up beside a small orchard and heeded themselves to apply in large quantities. Their consciences bothered them somewhat, however, they provided for them as tribute which adjourned the orchard and called to the farmer who was on the front porch.

"We helped ourselves to your apples," said the woman. "Just thought 'Oh, that's all right,'" said the farmer, "I helped myself to your tools when you were in the orchard."

Other Views

QUEER AT TIMES (Brandon Sun.) United States newspaper and publishers are congratulating their president and themselves upon "a fine and graceful and worthwhile act." It appears he has enacted a bill which provides that aliens who served with the United States forces during the late war and who were caught overseas by the immigration quota law, should be allowed to return to their homes in the United States outside the quota.

Many of these men were held abroad by the necessity of their families impoverished by the war, and when they sought to return found their way blocked. Uncle Sam is queer at times and speedy at others.

HOW WILL THE SHIPS PASS?

(Detroit Free Press.) Arguing from the premises that the Chicago river is no longer a harbor, the Chicago Tribune prints an editorial advocating the substitution of "fixed bridges" for the 48 open bridges that now span the stream within the limits of the municipality, and so, the Tribune says, costs Chicago 5,689 hours and almost three-quarters of a million dollars yearly. But even if the Chicago river is no longer a harbor, but for the present merely an open sewer flushed with stolen water, what about the "hikes-to-gulf" nine-foot waterway which the Tribune is advocating so hotly and for which it contends Lake Michigan must sacrifice thousands and thousands of cubic feet of fluid a second (though nothing of the sort really is at all necessary) regardless of the effect on lake levels and commerce, becomes a reality? When that waterway is opened and the vessels traveling on it come to Chicago and attempt to enter Lake Michigan how are they going to get past those 48 fixed bridges? Are they going to fly over them or dive under them (through the sewage)? Or is it the idea of the Tribune that the waterway is to be for the benefit of Chicago only? Or is the Tribune inadvertently admitting that its talk about a waterway is only a bluff and that all it really is interested in is the perpetuation of a dirty sewer?

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THE SILK HOUSE OF THE MARITIMES

House Dresses \$1.98

NOT TO BE DUPLICATED AT THE PRICE.

Such pretty styles in Striped Broadcloth, short sleeves, pockets, belt and trimmed with self bands and pipings in contrasting colors.

Other attractive models in Chambray, Percalé, Imported Broadcloth and Spotted Rayon. Dozens of new ways, pleated skirts, shirred at sides, long and short sleeves, finished in attractive self bands with contrasting colors, pipings of white, also collars and cuffs. There are graduated colored stripes, polka dots, floral all-over patterns and plain colors. Sizes range 16 years to 44.

Priced from \$2.19 up to \$4.85

SPECIAL OFFERING AT 95c.

Smart Porch Frocks of Chambray, in plain colors, with pipings in contrasting colors, short sleeves, pockets and belt.

A Real Bargain

SPECIAL \$1.59

Imported Moire and Striped Skiver, genuine leather. UNDER-THE-ARM BAGS, grey, brown, navy, fawn and black. Nicely lined and fitted with mirror and change purse. Regular \$2.25.

HORTON'S Market Square

Close Friday 10 p.m. Sat. 1 p.m.

BAXTER GIVES PLAN TO FORCE TRADE BY CANADIAN CHANNELS

Continued from Page 3

Canada has also strongly voiced the same sentiments and the commission will find ample authority for this statement in the numerous newspaper clippings which are presented to establish beyond doubt this favorable attitude of the press and public towards the fuller use of Canada's Atlantic ports.

SIR HENRY THORNTON.

It may be said further in connection with the transportation problems of Canada that Sir Henry Thornton, president of the Canadian National Railways declared at a dinner in Saint John in November, 1924, that he realized that serious conditions existed in the Maritime Provinces. He referred to it as a national disaster that one of the limbs of the Confederation should be paralyzed, and declared that the time for action had arrived.

The King Government passed an order-in-council calling upon the Railway Commission not only to investigate freight rates in the Maritime Provinces but to more particularly enquire into the shipment of Canadian freight through Canadian ports, with instructions to take such steps under the Railway Act as may be necessary to have such freights forwarded through Canadian ports.

EQUITABLE DISTRIBUTION.

The resolutions of the London Conference, the pledges of Canadian statesmen supporting Confederation, the legislation passed under the leadership of Sir Wilfrid Laurier and of Sir Robert Borden, and the instructions of the King Government to the Railway Commission express the desirability and the necessity that the letter and spirit of the Confederation agreement be carried out and that benefits arising from the union of the Canadian provinces must be distributed equitably.

RAILWAY HOTELS.

The Maritime Provinces are sometimes held to have been an addendum which apparently has been extended to the West. In the matter of hotel accommodations, railways, to which the Maritimes have largely contributed, have been providing hotels on the coast in Victoria, Vancouver, Calgary, Edmonton, Winnipeg, Port Arthur, Ottawa, Montreal, Quebec and elsewhere. Not only has this been done, but the only centres of Quebec and Ontario and the West have been directed towards building with the money of these railway companies. The experience in the Maritime Provinces is that practically no effort has been made by these railways to adequately develop our tourist resorts, which are admittedly unequalled on the Atlantic Coast, but which has been their practice to advertise extensively holiday resorts, along the New England coast. There seems to be one method of treatment for the Maritime Provinces and altogether different method of treatment for the rest of Canada.

MARITIMES HELP REST.

The amounts invested in the Canadian National Railways system, the amounts guaranteed for railway construction by the Dominion Government, the amounts paid in cash and in subsidies and the amounts loaned to railways, and also the amounts expended by other federal departments reveal that the people of the Maritime Provinces have not only helped themselves but have helped the rest of Canada in such matters largely in excess of the total amount spent in the Maritimes for such services.

Taking up loans from the Dominion of Canada to the railways of this country, we find that the total so advanced to the Grand Trunk, the Grand Northern Pacific and the Canadian Northern Railways amounted to \$600,397,597, to which must be added interest accrued in 1923 and 1924 amounting to \$61,428,986, or a total of \$661,826,583. Of this amount not one dollar was spent in the Maritime Provinces. Yet these provinces were made responsible for their share of this expenditure upon the upbuilding of the rest of Canada, approximately \$77,235,000.

If we take the unaccounted funded railway debt held by the public, we are confronted with a total of \$913,913,082, with accrued interest due in 1923 and 1924 amounting to \$73,403,084, or a grand total of \$987,316,166 for which the Maritime Provinces are responsible for approximately \$123,318,000, and all of this large amount has been loaned to railway companies for expenditures in the Canadian territory outside of the Maritime Provinces.

SOME OF THE ITEMS.

A study of some of the items which make up this total are interesting. On page 24 of the report of Railways of Canada it will be noticed that among the amounts included in the unaccounted funded debt are security issues guaranteed by the various provinces of Canada. Ontario guaranteed \$7,839,997, with accrued interest for the years 1923 and 1924 amounting to \$559,198; Manitoba guaranteed \$24,389,889, with accrued interest for the same years, \$1,747,867; Saskatchewan guaranteed \$18,294,126, with accrued interest for the above years, \$1,033,790, and this province was \$93,374,874, with accrued interest for the above years, \$7,282,269, or a grand total of \$100,956,773. It is interesting to note that the Dominion Government has assumed responsibility for the payment of the principal and interest on these bonds, and it is well to remember in this connection that their guarantee was not sanctioned by Dominion Parliament, but by the local legislatures of the several provinces which evidently entered upon an orgy of railway development. We are therefore confronted with a

direct liability of \$1,609,143,109 which Canada has incurred in the way of cash loans and guaranteed bonds to assist in the construction of railways outside of the Maritime Provinces. Of this vast amount not a penny was expended in the Maritime Provinces, although we are responsible for one-eighth of the total, or \$201,143,000. Against this huge obligation Canada has spent on the Intercolonial Railway and the small lines absorbed by it, and that part of the Transcontinental line in Canada the sum of approximately \$125,000,000. Could anything be more impressive of the contribution of the Maritime Provinces to the upbuilding of the rest of Canada?

While the balance of the Canadian National Railways, excluding Dec. 31, 1924, showed an investment of \$2,074,233,948, yet it is admitted by every public man in Canada that this vast amount is not represented by the assets of the Maritime Provinces, therefore, cannot be charged with having received their proportion of this investment which is largely non-existent in the Maritime Provinces.

ALSO THE CANALS.

The total expenditure on the canal system of Canada and the St. Lawrence waterways has been approximately \$800,000,000, of which only \$1,638,100 has been expended in the Maritimes, on St. Peter's Canal in Nova Scotia. For this construction the Maritime Provinces are obligated for approximately one-eighth of this aggregate, and in every instance, with the exception noted, these undertakings were for the benefit of provinces other than the Maritimes.

There is nothing to show that it was the intention to have the canals operated at the expense of the nation. In fact it is apparent from the public discussion of the proposed union that it was expected the canals would be self-supporting and as they are clearly for the benefit of a section of the union only, they should not be a charge on those sections which they do not benefit.

The same disparity in the public expenditures of the several departments of the Dominion of Canada is observable in the revenue to be given further figures covering these expenditures. The total amounts expended from capital and revenue since Confederation are available at Ottawa for use of the commission.

HARBOR EXPENDITURES.

In considering the amounts expended for harbor improvements in Canada, it should be borne in mind that while grants for improvements at Halifax and Saint John appear as directly chargeable to either capital or income, the money devoted to similar improvements in Vancouver, Toronto, Montreal, Quebec and other harbors under commission are advanced as loans to the commissions of those several ports.

One of the outstanding pledges at the time of Confederation was that the ports of the Maritime Provinces would be extensively used to handle Canadian traffic. This has not been done. The chief offender in this respect is the Canadian National Railways system. The people of the Maritime Provinces protest against the use of this property included in the Canadian National Railways system for the upbuilding of United States ports. Practically all the grain handled by the Canadian National Railways is shipped through those ports during the winter season. The fact that the National Transcontinental Railway was built by the Laurier government with every facility for forwarding grain to Quebec and the ports of the Maritime Provinces at the lowest possible cost has been ignored by the directors of the Canadian National Railways.

PORTS IGNORED.

Demand after demand has been made by the press of Canada that this road be used for the purpose for which it was constructed, but, despite the pleadings of the Maritime Provinces, supported by the newspapers of the country, the Canadian National Railways, when confronted with an unusually large quantity of grain at the head of the lakes, after the close of navigation in 1925, instead of employing this railway, opened up new grain routes in the United States and completely ignored the ports of Saint John and Halifax, so far as this particular surplus was concerned.

GLARING INSTANCES.

Not only is Canadian grain shipped through United States ports, but officials of the freight traffic department of the Canadian National Railways persist in seeking traffic for United States ports in preference to forwarding it through Canadian ports. A glaring instance of this was uncovered in 1925 in regard to the shipment of automobiles from Canada to various countries. The traffic, prior to 1924, had gone largely through the ports of Halifax and Saint John. Officials of the Canadian National Railways represented to the shippers that it would be in their interests to route their traffic through the port of New London, Conn., and steamers of the Canadian Government Merchant Marine were actually taken from the port of Halifax in ballast and sent to New London, where altogether in that year over 26,000 tons of Canadian automobile freights were loaded for foreign ports.

One of the arguments directed against the ports of Saint John and Halifax is that there is insufficient tonnage to handle the volume of trade offered. If this is so the fault lies with the Dominion Government and the C. N. R. officials. The policy of ignoring Canadian ports means the employment of United States railway labor, ship workers, truckers, checkers, etc., instead of employing the same class of Canadian labor. In addition to this the outfitting and coaling of the ships is done with United States supplies instead of Canadian supplies under our own ports used. The operation of the Central Vermont Railway in 1924 cost Canada \$4,292,854

This is more than half of the loss in operation of the Intercolonial Railway since Confederation.

FACTORIES HERE INADEQUATE.

The Canadian National Railway facilities in Saint John are inadequate and while repeated protests have been made against this condition, practically nothing has been done to correct it. The City of Saint John has itself invested a large sum of money in providing shipping facilities at West Saint John and this is the private property of the citizens of this city. It is the only instance in the history of Canada where a city has provided docks for the handling of national traffic.

LIVE UP TO OBLIGATIONS.

Therefore we ask this Commission to recommend to the Dominion Government that the obligations undertaken at the time of Confederation be lived up to; and that the things enumerated below be undertaken not in the interests of the Maritime Provinces alone, but for the general welfare of Canada.

FACTORIES SHUT DOWN.

The Maritimes have also suffered from the fact that the Dominion Government has not lived up to its obligations. We had our own insurance companies and financial institutions in addition to those of the United States and Great Britain and we produced a variety of manufacturing goods in addition to those of the Maritimes. This has been the result of inability of factories situated in the Maritime Provinces to operate under the handicaps imposed by discriminatory freight rates and the Imperial Act uniting these provinces federally. That being the case we, therefore, submit that under this treaty or agreement (with the exception of the Upper Canada firms after being operated for a short time as branches or closed down and allowed to decay.

MANY FORCED TO LEAVE.

The people of Canada should not lose sight of the fact that the closing of these factories has forced thousands of Maritime Province residents to seek their livelihood in the United States and Western Canada. It is estimated that the Maritime Provinces import over 80 per cent of the manufactured goods they use. On these goods they either pay duty to the Dominion Government or they pay the difference between the duty on goods sold in the open markets of the world and the price which is fixed in Canada as a result of the Canadian tariff.

We are frequently reminded that the cities of Toronto and Montreal pay one-half of the taxes of Canada in customs duties, excise and income taxes and sales tax. While this may be true, it must be borne in mind that in doing this these cities simply act as clearing houses for the rest of Canada. The Canadian Pacific Railway pays income tax on earnings derived from all parts of the country. The business in Toronto and Montreal do likewise. The manufacturers, jobbers, wholesalers who pay customs and revenue since Confederation are available at Ottawa for use of the commission.

At one time it was possible for wholesalers in the Maritime Provinces to enjoy privileges in connection with the payment of excise and customs duties through the maintenance of bonded warehouses. These privileges have either been withdrawn or charges imposed which make them prohibitive and are practically only enjoyed by Montreal and Toronto.

SITUATION SUMMARIZED.

In this presentation an effort has been made to establish that under the terms of Confederation the Maritime Provinces were to be real partners in a real union, under a system of government which would be beneficial to all the provinces interested. The resolutions passed at the London conference and the statements of the authorized representatives of Canada, establish these facts. The historic facts submitted to this commission both at Halifax and in Saint John indicate that the people of the Maritime Provinces at the time of Confederation refused to believe that any benefits would result from the union of the Canadian provinces. There are still thousands who are convinced that the Dominion partnership has not been fairly operated. We have not seen our ports properly equipped by the Dominion as national undertakings, nor have we seen the trade of the Great West develop with the seaboard, but we have seen Government owned railways used to develop United States ports. We have assumed obligations for much more than we have received, and in no respect has there, so far as the Maritime Provinces are concerned, been manifested that spirit of partnership in which Confederation must rest. The people of the Maritime Provinces have placed their case before the people of Canada and are determined to have the time has passed when good intentions or expressed promises will compensate for the losses which the Maritime have suffered through Confederation and the sacrifices which we have made in order to develop the rest of Canada.

UNFAIRLY TREATED.

There exists today in the Maritime Provinces a feeling that we have been neglected and unfairly treated by the fact that it would have been better if the Maritime Provinces remained apart from the Canadian Confederation and it is necessary that these causes of complaint be removed. How relief can be afforded to the Maritime Provinces is the question that this Commission is asked to determine. We believe that there is well defined

Piles Go Quick.

Without Saws or Cutting
Thousands who have piles have not learned that quick and permanent relief can only be accomplished with internal medicine. Neither cutting nor any amount of treatment with ointments and suppositories will remove the cause.

Had circulation causes piles. There is a complete stagnation of blood in the lower bowel and a weakening of the parts. Dr. J. S. Leonard was the first to find the remedy and called his prescription HEM-ROID. Dr. Leonard tried it in 1890 cases with 100 per cent of success in 98 per cent, and decided it should be sold by druggists everywhere under a more money-back guarantee.

Don't waste any more time with outside applications. Get a package of HEM-ROID from Wassons two stores today. It has given safe and lasting relief to thousands and will do the same for you.

reforms which should be undertaken by the Dominion Government to assist in the fuller development of the Maritime Provinces. We are not asking for charity, but we are asking for that justice to which we are entitled in all fairness under the terms of Confederation. We have shown that the Maritime Provinces have made sacrifices in behalf of the rest of Canada and that the fiscal policy of this country has undoubtedly rebounded to the disadvantage of these provinces.

DEVELOP PORTS.

2. That the ports of the Atlantic seaboard be adequately developed and that the work be undertaken at once. 3. That Canadian freights be routed through Canadian ports and that the Canadian National Railways, owned by the people of Canada, be employed to that end.

4. That the freight rates structure of Canada be revised so as to remove inequalities which now operate against the Maritime Provinces. 5. That the Saint John and Quebec Railway (the Valley Railway) built at the request of the Dominion Government to conform to the lowest grades of the National Transcontinental Railway, be taken over by the Dominion Government as promised at the time of its construction. In this connection it is well to again impress upon the commission the relief granted to the provinces of Ontario, Manitoba, Saskatchewan, Alberta and British Columbia in the matter of guaranteed railway bonds and interest, and

West with the seaboard) the authority to grant financial assistance to such projects as are agreed by all the provinces. We are not asking for charity, but we are asking for that justice to which we are entitled in all fairness under the terms of Confederation. We have shown that the Maritime Provinces have made sacrifices in behalf of the rest of Canada and that the fiscal policy of this country has undoubtedly rebounded to the disadvantage of these provinces.

TO POINT OUT THAT THE VALLEY RAILWAY.

with possibly a single exception, is the only independent road touching the Canadian National Railways which has not been absorbed into that system. Not only should the province of New Brunswick be reimbursed for the principal sum invested in this route, but yearly deficits which New Brunswick has been compelled to fund from time to time in order to meet the interest charges on the bonds issued for the construction of this road.

6. The operation of the Transcontinental Railway for the carrying of traffic to and from the ports of Saint John, Halifax and Quebec is insisted upon. Every Government of Canada since that road has been available has broken faith with not only the people of the Maritime Provinces, but the people of Western Canada by failure to employ this road for the cheap and rapid transportation of Canadian traffic to and from the seaboard.

OPEN CANADIAN MARKETS.

7. The Maritime Provinces have contributed largely to the success of the manufacturing industries of Central Canada. The people of Ontario, Quebec, in turn should be willing that

the markets of Canada be opened to the products of the Maritimes and that freight rates should be established to ensure Canadian markets for the coal and other products of the Maritime Provinces and the West.

8. Coking plants should be established at large centres and the use of Canadian coal should be insisted upon by the Dominion Government in all of these establishments.

9. The provinces entered Confederation with the understanding that the tariff policy of the country would be one of tariff for revenue only. Subsequently the federal government deemed it expedient to adopt a protective tariff policy, and we submit that it is incumbent upon the federal government to take such action as will ensure an equitable distribution of the industries established and maintained as a result of the adoption of the protective policy.

AFTERNOON SESSION.

Discussing the discrimination of

freight rates against Maritime Industries Co., Ltd., and president of T. S. Timms Co., Ltd., and president of the Saint John Board of Trade, said at the afternoon session that a discrimination of 1, 2, 3 or 4 per cent. against any industry was in most cases fatal, and this was one of the main reasons why industries had failed here. Mr. Simms gave figures showing the percentage of the wholesale price of goods shipped by his firm to parts of Canada. In point of freight the freight was one per cent. to Montreal, 1 1/2 per cent. to Toronto, 3 to Winnipeg, 4 1/2 to the coast, and 5 1/2 to Calgary.

On household brushes the freight was 3 1/2 per cent. to Montreal, 4 1/2 to Toronto, 10 to Winnipeg, 16 to the coast and 17 to Calgary. On brooms the freight was 4 per cent. to Montreal, 4 1/2 to Toronto, 11 to Winnipeg, 17 to the coast and 18 cents to Calgary.

Mr. Simms said these showed that so far as household brushes and brooms were concerned they were confined to central and eastern Canada.

Asked by Sir Andrew how it was they had been able to stay in business, Mr. Simms said it was owing to their plain brush trade.

FIRMS FORCED OUT.

Questioned as to why some industries doing a purely local business had gone out of business, Mr. Simms said some had been forced out by Upper Canadian competition selling at low prices, and at the request of Sir An-

dr. J. S. Leonard was the first to find the remedy and called his prescription HEM-ROID. Dr. Leonard tried it in 1890 cases with 100 per cent of success in 98 per cent, and decided it should be sold by druggists everywhere under a more money-back guarantee.

Don't waste any more time with outside applications. Get a package of HEM-ROID from Wassons two stores today. It has given safe and lasting relief to thousands and will do the same for you.

WINDSOR CHAIRS.

A splendid assortment now being shown in Windsor Chairs and Rockers, mostly mahogany finish, some Oak "Old English finish." Very dainty designs in this Historical Chair can be found in our stock. Priced at \$7.75 up (Furniture Store—Market Square.)

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Stores Open 8.30 a. m. Close 5.55 p. m.
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MADE IN ENGLAND.

Visitors to our city are invited to inspect our display of these world-famed Topcoats for men.

\$46 to \$80

Burberry Topcoats mean "The Best," the finest quality available of materials, design and workmanship, absolutely air-free, Burberry material maintain an equable temperature whatever the external conditions, and thereby prevent chill or overheating.

\$100 DUTY EXEMPTION

Residents of the United States returning from abroad may take back free of duty articles up to and not exceeding \$100 in value for personal household use or as souvenirs if not intended for sale or purchased on commission for other persons.

Jeager Woollens

HAVE A WORLD-WIDE REPUTATION.

Here are a few of the lines carried in our Men's Shop.

Men's Pullover Sweaters - Stylish fancy bar stripes, in a large range of color combinations. Price ... \$5.50 to \$14

Men's Coat Styles - Popular favorite fancy designs and plain, camel hair, many qualities. Prices \$5.50 to \$17.50.

Men's Socks - Plain colored cashmeres or new fancy designs, plaids, stripes and heather mixtures. Prices ... 75c. to \$2.25

Men's Golf Hose - The newest Tweed mixtures with fancy tops, also checked and fancy figured legs. Light and medium weights. A large variety to select from. Prices ... \$1.50 to \$7.50

Beautiful English China

Cups, Saucers and odd pieces in bright and delicate colorings. Duchess China, Court China and Royal Albert are all represented in this collection.

Duchess China Cups and Saucers with square Cake Plates to match in yellow, pink and egg shades.

China Fruit Bowls, beautiful shades in lustre wear with flower, animal and bird decorations of china.

Odd Shaped Jugs, Fruit Bowls, Butter Dishes, Flower Bowls in many colors and sizes.

Jugs in Sets of 3 sizes. Many other pieces, unique in design and brilliant in color.

(Art Dept.—Germain street entrance.)

White Coats \$9.90

An exceptional offering of lovely White Knitted Coats for Tuesday's selling.

Plain and Novelty weave in wool or silk and wool mixtures, "Bob" collar and cuffs.

Every garment fresh from its tissue and perfect in every detail.

The season is not yet half over—many weeks ahead for the wearing of such coats as these.

Sizes in the lot 32 to 42.

Values \$13.50, \$15.50 and \$17.50.

TUESDAY SALE \$9.90

We suggest early shopping on these Coats. Be here at 8.30.

(Costume Dept.—Second Floor.)

New Felt Hats

We are showing a beautiful assortment of Felt Hats including the latest shapes.

VAGABOND WOLVERINE AMAZON

These styles have large brims and are the shapes worn at the smart summer resorts and country clubs.

When you travel, one of the Hats can be easily crushed into your suit case with no ill-effect.

(Millinery Salon—Second Floor.)

Manchester Robertson Allison Limited

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INTERESTING

A Feature Page of Interest to Everyone

INSTRUCTIVE

Dorothy Dix

What is the Secret of Success?—Shall the Woman of 50 Lose Her Husband for a Haircut?—How Can He Keep His Girl From Going on Petting Parties With Other Men.

DEAR MISS DIX—Much has been written about the boy or girl who started at the foot of the ladder and doggedly stuck to little tasks, doing them well, and in time realized success beyond imagination. That is the theory. But those of us who are built on those exacting lines and who plod on see so many who are just the opposite go ahead of us in leaps and bounds. I know so many faithful and conscientious workers who never get beyond being just that. What do we lack, who are so necessary to success, yet who are only as a bit of grease used to keep the machine going smoothly? A PLODDER.



DOROTHY DIX

The man who makes his fortune cannot tell you by what mental process he knows when to buy and sell or by what intuition he sees opportunity when it is yet no more than a speck on the horizon. If he told the truth he would have to admit that he was guided forward by hunches than by logic.

And so success, in its last analysis, is a gift of the gods that is bestowed apparently by capricious chance. One is lucky enough to get it, another misses it, and that's all that any of us know. Perhaps there isn't much comfort in that to the plodder, but there is this to be said for plodding, that if you have even the faintest flare of success, if you have even the minutest particle of this gift for success, the plodding catches it. Plodding enables a man with very little talent to make the most of whatever ability he has and to go farther than the man who has flashes of genius but no sticking ability.

For you have to build a foundation even under a vision to make it of any worth. You have to transmute dreams into concrete facts to make them of value to the world. In the end it is the hard workers, the detail men, who do things.

So it still remains true that the best advice that can be given young people is to be patient and do day by day the task to which they have set their hand. If nature ordained that they should be only hewers of wood and drawers of water they will at least make a living and be independent and self-supporting and have the satisfaction that they are doing their respective part of the world's work.

And if a kindlier fate is theirs and if the gods lit the spark of genius in their souls, they have prepared themselves in the best possible way for doing the work they are destined to do.

For, after all, as has been said, genius is just a talent for taking pains, and certainly none succeed who are not willing to lay on the altar the sacrifice of the best labor of which they are capable. DOROTHY DIX

DEAR DOROTHY DIX—I am a woman over 50. Have a husband, a married son and a grown daughter. Now I want to bob my hair, but my husband says that he will not live with me if I do and that I will have to find a home elsewhere, and he will refuse to support me. My daughter says that no woman of intelligence of my age would bob her hair, that it is only old fools who are full of imagination that think it makes them look young to cut off their hair.

My son says there is one born every minute, and that he will not speak to me if I have it done; but my daughter-in-law says, "Mother, it is your own hair and your own problem. Do as you please." E. G. M. So I have decided to abide by your advice.

ANSWER: Well, if you take my advice, you will keep your hair on and remain on speaking terms with your family. It affects me that to lose a husband, a meat-ticket and the respect and affection of your children is entirely too high a price to pay for a haircut.

Of course, as your daughter-in-law remarked, your hair is your own, and, at first blush, it would seem that you had a right to do it long or short, as you please. It might seem that your own taste was the taste to be gratified in the matter, but in reality this is not the case.

You do not have to look at yourself. An occasional brief glimpse in the mirror is all that any woman of 50, unless she is pretentiously vain, ever takes at herself. But her family has to look at her continually, and so it is a matter of grave concern to them whether she is easy on the eyes or offends their aesthetic sensibilities every time their gaze rests upon her.

So, all things considered, it seems to me that it is just for a woman to yield her own taste to those of her husband and children, who have to look at her every day and all day long, and if they think that she will look like a scarecrow with bobbed hair to cut out the cutting, so to speak, even if she is under the delusion that it will cause her to be mistaken for a snapper.

Personally I agree with the family. I have never seen a woman over 30 to whom a boyish bob did not add from ten to twenty years in looks, because for a middle-aged woman to cut off her hair puts her into direct competition with her daughter or her grand-daughter and institutes a comparison between them that is deadly. DOROTHY DIX

DEAR DOROTHY DIX—I am a young man much in love with a girl. We get a lot, and she tells me that I am the only one with whom she does this; but my friends tell me that she kisses and necks with every boy who goes out with her. I know she is guilty, but I do not know what to do. Your advice will be greatly appreciated. ANXIOUS.

ANSWER: Why shouldn't she pet? She's found out that men exact petting parties as the price of their attentions, and so she pays for her rides and her movies and her good times with kisses that soil her lips and rub the bloom off her maidenhood. And because she has found that every man likes to believe that he is the only one for whom she would so degrade herself, she lies to you about it. And what right have you men, who put a premium upon a girl being what we used to call "nice," to demand that she should have a monopoly of her carcases? What right have you to object to her having petting parties with every man who will take her out when that's the only way she can get a date?

And what can you do about it? Not a thing. The modern girl is what you make her and you have no right to object to your handiwork. DOROTHY DIX

Copyright by Public Ledger.

Cut out heavy foods—Eat SHREDDED WHEAT with berries—So refreshing and satisfying

Gossamer Cloak Lends Formality to Summer Frock



Printed chiffon coat of "dreamy blues and yellows." Cape of cyclamen pink chiffon banded with Kasha cloth. Printed coat of wisteria for shadow lace frock.

By HENRI BENDEL This season the gossamer wrap has achieved a great popularity in Paris, and practically every afternoon frock has its coat or cape that gives just the hint of formality without sacrificing comfort in any degree. Three of the most attractive mid-summer wraps you would find in Paris are sketched today. Most youthful, and girlish is the box pleated dress in white Crepe Roma with the sleeves embroidered in shades of red and pink, coupled with a cape of chiffon in the most exquisite shade of cyclamen pink banded with Kasha cloth of a deeper shade. This could be worn, of course, with any white frock and would add chic and dash. I cannot recommend this color scheme too highly. Another decidedly interesting color scheme is featured in the blue chiffon frock worn over a salmon pink slip, combined with a printed chiffon coat that flatters the most dreamy blues and yellows in its flowers and is banded in blue chiffon to match the hat. Incidentally these simple chiffon frocks, trimmed entirely with cascaded ruffles and wings that form the sleeves, are as lovely as anything the summer has to offer. The lace frock has come back and is seen everywhere in all colors and in all styles of lace. As soft and fine as a cobweb is the shadow lace that forms the frock with its tier skirt and bolero gown. The printed coat is of wisteria, green, pink, and black chiffon, with a black chiffon border that matches the ground of the chiffon and the large black cheapeau as well. Naturally, with the filmy frock and the chiffon wrap, the only proper accompaniment in millinery is the large hat with the gracefully drooping brim which makes trimming unnecessary.

BEHIND THE SCREEN

By JACK JUNGMEYER ERNST LUBITSCH, pioneer and master of debt and sophisticated humor on the American screen, is going to turn his directing genius to a cycle of broader comedy—"mental slap-stick" as he calls it. This he confided with that smiling reith and twinkling eye which he always displays on the eve of a new production. A little tired of subtle humor, for which he has received such richly deserved praise, is the inimitable Ernst. He makes no secret of this annual. Several years he's been at it. That's enough of one brand of entertainment for a season. Lubitsch, by his very nature, craves change. STARTING NOW The transition from the type of creation best exemplified by his "Marriage Circle" to the forthcoming "mental slap-stick" is "So This is Paris," his present picture. This is farce, farce sustained and not compromised with any sort of sentimentality. Lubitsch traces his own progress in certain cycles of pictures, corresponding to stages of his own mental life and the development of technical finesse.

Flapper Fanny Says A Thought

he that giveth unto the poor shall not lack; but he that hideth his eyes shall have many a curse.—Prov. 28:27. 'T IS not enough to help the feeble up, but to support him after.—Shakespeare. VISITING PRESS MEN. Andrew Merkel, Atlantic superintendent of the Canadian Press, at Halifax, and formerly of Saint John, in the city of Edmund Stratton, editor of the Digby Courier, is also in town.

Advertisement for Paris Pate, featuring a tin of the product and text: For Picnics—for Parties—for all Outdoor and Indoor Meals—try that "Delicious French Cooked Meat Paste" PARIS PATE Get a tin. Makes delightful sandwiches.

Fashion Fancies.



Advertisement for Life Savers candy: Take them with you to the Movies. They refresh the mouth. LIFE SAVERS THE CANDY MINT WITH THE HOLE. Take them with you to the Movies. They refresh the mouth. LIFE SAVERS THE CANDY MINT WITH THE HOLE. PEPPERMINT WINT-O-GREEN CL-O-VE LIC-O-RICE CINN-O-MON VI-O-LET

Menus for the Family

MENU HINT Breakfast Rhubarb Sauce Ready to Eat Cereal Cream Crisp Bacon and Eggs Butter Rolls Milk Dinner Baked Ham Potatoes in Ham Broth String Beans Butter Plum Jelly Mustard Pickles Cherry Tart Pie Coffee Cream Supper Spanish Omelet Potato Puffs Rolls Butter Honey Graham Crackers Canned Peaches Coffee Milk TODAY'S RECIPES Potato Puffs—To one cup seasoned mashed potatoes, add one beaten egg, one teaspoon baking powder and enough flour to roll. Cut in strips four inches long and one inch wide. Fry in deep fat. Spanish Omelet—Take three eggs, yolks and whites beaten separately, three tablespoons milk. Put one tablespoon butter in hot skillet, pour in egg mixture. When it begins to set, place in moderate oven. When done fold on platter and pour over sauce made of a half cup dried bacon, fried golden brown, one-fourth cup onion cut fine, one-fourth cup mango cut fine and browned with sacon. Add a half cup canned tomato, season with salt and pepper, let come to a boil, garnish omelet with parsley. Cherry Tart Pie—Take one cup sour cherries, one-quarter cup water, one and one-half tablespoons cornstarch, dissolve in water, three-quarter cup sugar, and cook until thick. Pour into pastry shell and cover with pastry strips one-half inch wide in criss cross fashion. Bake until crisp in golden brown.

Little Joe FRIEND IS A FRIEND—UNTIL YOU'RE BROKE. Illustration of a man with a broken bottle.

REV. DR. MORISON ENTERTAINS CLUBS About 50 members of the Saint John Power Boat Club and the R. K. Y. C. United forces Saturday afternoon and called to Carter's Point to make their annual visit to the yacht club's chaplain, Rev. Dr. J. A. Morison. Supper was eaten at Dr. Morison's home and a concert and bonfire were enjoyed in the evening. Before the yachtmen left for home hearty thanks were extended Dr. and Mrs. Morison for their hospitality.

Cuticura Soap Is Pure and Sweet Ideal for Children

Hands are an index of character. Keep yours beautiful. Use LUX for Dishwashing. LUX Lever Brothers Limited Toronto

SEE-SAWING UP BROADWAY

THERE'S a little row of commonplace brick buildings in Manhattan where the lights burn brightly until dawn. Keen eyes peer from the windows most intently in the hours between midnight and 2 o'clock. The banging of a police patrol going in the street outside is the signal for a general flurry. Figures scurry down the stairs; street level doors open and darting shapes zig-zag into the darkness.

THE patrol stops and police bring out a hysterical woman. Almost immediately the levy of midnight harpies are upon her, chattering like magpies, each trying to catch the ear of the unfortunate one. "Want a lawyer to represent you?" "Need some bail money?" Cards are thrust into the prisoner's hand. Harsh verbal deals are made as she stumbles up the prison stairs. These are the "runners" for the lawyers and bond agents whose places of business circle the Jefferson Square prison. Jefferson Square is the women's prison. Most of the practice is secured in the early hours of the morning. Fear-stricken women make easy prey. They clutch at the last straw.

BROADWAY supplies only a small fraction of this sordid early morning parade. Unless actual murder is committed, Broadway seeks to put the silence on its disturbances. Arrests are not good for the reputation of a cafe, particularly in these days of easy padlocks. In one of the very popular night clubs where the patronage ranges from highest to lowest in society, brawls among bibulous ones can be witnessed almost any night. Flats fly at the very edge of a table occupied by leading society folk and the scorpions mill their way about and all but overturn the table of a former diplomatic attaché and a celebrated explorer. It is all settled very quickly. The brawlers disappear into the night. A

Automobile No. 4161 collided with a horse and wagon on the corner of Mill and Pond streets on Saturday night, the only damage caused being a bent bumper on the automobile.

DOMINION BATTLESHIP LINOLEUM Made in Canada to suit Canada's Climate For Every Type of Public Floor—Permanent—Sanitary—Quiet—Attractive. Installed by all large Department and House Furnishing Stores.

Sold By A. ERNEST EVERETT House Furnisher King Street, Charlotte Street. Manchester Robertson Allison Limited KING STREET GERMAIN STREET MARKET SQUARE Carry a Complete Range of Dominion Linoleum Floor Coverings.

All Sizes and Patterns at BRAGER BROS., LTD. We Prepay Freight Charges 51-55 King Square

WHEREVER THERE ARE FLIES USE FLY-TOX. Hands are an index of character. Keep yours beautiful. Use LUX for Dishwashing. FLY-TOX KILLS FLIES MOSQUITOES MOTES, ROACHES, ANTS, BEES. Use Fly-Tox. Protect little folks. Make your home clean, comfortable, sanitary. Made in Canada. L-517

PICNIC HELD AT GRAND BAY IS WELL ATTENDED

Fairville Baptist Outing Held on Saturday—Names of Prize Winners

The annual Sunday school and congregational picnic of the Fairville Baptist church was held on Saturday at Grand Bay. The picnic was held on the morning and noon trains from Fairville, and many also went by automobile. There were about 300 in attendance, including 34 children of the New Brunswick Protestant Orphanage, who attend the services at the Baptist church. The children from the orphanage received considerable attention and enjoyed the races and treats with the other children. Rev. C. T. Clark, pastor of the church, and C. B. Black, superintendent of the Sunday school, were present and greatly assisted in making the picnic enjoyable. Thorne was chairman of the sports committee and was also on the transportation committee looking after the transportation of the children of the school and of the home. The ladies board was in charge of the refreshments and the men's board was in charge of the music. Miss Edith Carvell and Miss Lella Alcorn.

PRIZE WINNERS

The bowling alley was in charge of Harry Northrup. Bunny-in-the-hole was looked after by William Harris, senior. The prize winners were as follows: Men's team—W. Harris, Kierstead, a pair of cuff links; ladies' team—Miss Sadie Stevens, Fairville, a pearl necklace; bowling alley—Miss Sadie Stevens, of Martinon, a fountain pen, and Joseph Maxwell, a fountain pen and pencil; bunny-in-the-hole, Mrs. McDonald, brass candlesticks, and H. Gallant, evershar pencil.

In a pie-eating contest between Herman Finley and Albert Lawson, Mr. Lawson was the winner. Prizes were awarded to every pupil in the primary department entered in the races.

The soft drinks were in charge of Grover Lawson and Willie Harris. The members of the refreshment committee were Miss Hazel Stevens and Thatchers Townsend. The meal tickets were looked after by Mrs. G. Currie and Mrs. W. J. Stevens. The meals were in charge of Miss Harry Carr, who was assisted in serving by Mrs. W. T. Ross, Mrs. C. B. Black, Mrs. George Currie, Mrs. L. Traflet, Mrs. G. Fowler, Mrs. Allan Thorne, Mrs. Thomas Alcorn, Mrs. H. Allaby, Mrs. Robert Lawson, Miss Ida Wayne assisted by the young ladies and young men of the Sunday school.

Decision on Rates in Moncton Soon
MONCTON, Aug. 1.—Moncton's gas and electric current rates will be announced probably next week, according to a telegram from Moncton to A. Allen, city solicitor, from J. M. Trueman, chairman of the New Brunswick Board of Public Utilities commissioners.

ENJOYS NEW BRUNSWICK
That the scenery of New Brunswick was unequalled by that of the Berkshire Mountains of Massachusetts, and many other well known tourist resorts, was the opinion expressed yesterday afternoon by E. G. Smith, general manager of the Chronicle-Telegraph, of Quebec city, who arrived in the city by motor. Mr. Smith is touring the province and is accompanied by his daughter, Miss Dorothy, and his two young sons, Thomas and Benson.

FAIRVILLE CHURCH
Donald Foster conducted the services in the Church of the Good Shepherd, Fairville, yesterday in the absence of Rev. F. J. LeRoy, who with Mrs. LeRoy is in Montreal. Middle LeRoy is undergoing treatment in Montreal.

CLOGGED PORES
prevented if skin is well cleansed with non-irritating soap. Thousands use only

Resinol
DR. MCKNIGHT The No-Pain DENTIST
as low \$10
Broken teeth repaired in 3 Hours

Maritime Dental Parlors
DR. A. J. MCKNIGHT, Prop.
38 CHARLOTTE ST., SAINT JOHN, N. B.
Telephone Main 2789
Hours: 9 a. m.—3.30 p. m.

Saint John's Only Foot Shop
FOR MEN, WOMEN, CHILDREN
Corns, Callouses, Bunions, Club and Ingrowing Nails Treated Without Pain
Elastic Stockings, Knee Caps, Abdominal Belts, Maternity Supporters, Reducing Anklets, Arch Supporters, etc. Measured and Fitted Free.
A. S. SOLLWS, Chiropodist
27 SYDNEY STREET
Phone Main 1177 For Appointment

BEAUTY KNOWS NO BOUNDARIES



Madame Zaumova, of Moscow, Russia, is distinctly an international beauty, inasmuch as her loveliness is not exclusively Russian or even European. She is at present in Paris.

GREAT TIME WAS ENJOYED AT BOY SCOUTS' CAMP

St. Jude's Lads Won Their Badges in Various Tests

The St. Jude's Boy Scouts and Cubs, who returned from their annual camp at Long Island late last week, had a most enjoyable two weeks' outing. Rev. J. H. A. Holmes, who was camp chief, said that he had never taken a finer lot of boys to camp. There was not a single lad ill during the two weeks, and all wanted to stay longer.

The residents of the island treated the boys splendidly. On Sunday, July 24, about 25 boys and residents participated in a book of holy communion, service being conducted by Rev. Mr. Holmes at the home of Mr. and Mrs. Fairweather.

Another service was held later in the morning at the scout camp. The camp was conducted on the Gillwell system. The quartermaster was Patrol Leader Hubert Crossley, with William Edwards as assistant scoutmaster. Scoutmaster F. Albert Linton was in attendance at the camp whenever his business permitted.

MARKS MADE
In the various tests the points were keenly contested and were worked out on a percentage basis. Scout Donald Bagnell led the scouts, with an average of 82 per cent, with Scout Eric Shepherd second.

In the cub points, Charles Delaney, who recently belonged to a pack in Montreal, where he passed his Tenderfoot, was leader. While at camp he passed his Tenderfoot and passed his first Star Badge, thus getting one of his cub eyes opened. If the camp had lasted another day he would have had his second Star Badge, also. His average was 88 per cent. Second Star Cub Donald Linton was second in the club points, with 77 per cent. Sixer Jack Moore came a close third, with 74 per cent. Cubmaster Douglas A. McLennan had charge of the Wolf Cubs.

SCOUTS WIN BADGES
The scout badges gained at camp were as follows: Tenderfoot—Donald Shepherd and Gerard Van Dorser. Second Class—Eric Shepherd, James Peters, George Woodland, McDarren Perry, Raymond Murphy and Walter Taylor. First Class—Hubert Crossley, Murray Crossley and Donald Bagnell. Starman's Badge—Hubert Crossley. Ambulance—Donald Bagnell. Pioneer's Badge—Donald Bagnell and Frank Dashwood. Swimmer's Badge—Donald Bagnell, Ronald Evans, Eric Shepherd, Frank Dashwood, Gerard Van Dorser. Tenderfoot—Charles Delaney, George Logan. First Star—Charles Delaney, Lennox

ISRAEL ZANGWILL DEAD IN ENGLAND
Was Noted Jewish Novelist, Dramatist, Lecturer and Poet

LONDON, Aug. 1.—Israel Zangwill, noted Jewish novelist, dramatist, and lecturer, died Sunday in a nursing home at Mitcham, Surrey. He was 62 years old.

Death was believed due to an anæmic blood condition, a result of a break down caused by overwork. He was 62 years old.

The literary works of Zangwill, who began his career as a teacher, included novels, essays, poems and plays. Many of them dealt with life in the Ghetto.

He was born in London. Although he attended elementary schools there and won a Bachelor of Arts degree with honours, he was virtually self-educated. He turned to journalism after a brief experience as a teacher and became editor of the Ariel.

Zangwill first published work as the Premier and the Painter, in 1888. The Jewish Drama League and other literary and dramatic organizations. Those of his plays which achieved greatest success were "The Grand Merely Mary Ann, in 1905; "The Jew's Pot, in 1906, and "We Moderns, in 1923.

Zangwill was married and had two sons and a daughter.

Deaths
Miss Ada M. King
Miss Ada M. King passed away in Halifax on August 1 and word of her death was received in the city yesterday with keen regret. Miss King was born in Saint John and was a daughter of the late Thomas and Georgiana King of this city. She was of Loyalist descent, her mother having been the grand-daughter of David Waterbury, one of the Loyalist settlers of Saint John. Miss King lived in Saint John for a number of years and afterwards made her home in Moncton. She had gone to Halifax about a month ago for medical treatment. Miss King is survived by one sister, Miss Mary King, with whom she resided in Moncton. She also leaves two nephews, Harry and Francis King of Boston. Miss A. K. Lester of this city is a cousin. The body will arrive here on the 6 o'clock train this evening, accompanied by her sister. The funeral will take place from St. John's (Stone) church on Tuesday afternoon at 2.30. Interment will be in Fernhill cemetery, where her parents are buried.

Funerals
Jean Maccauday
The funeral of Jean, nine-year-old daughter of Mr. and Mrs. Harry Maccauday, 219 Winslow street, West Moncton, took place yesterday afternoon at 3.15 o'clock from St. George's church. The service was conducted by Rev. W. H. Sampson and interment was made in Cedar Hill cemetery. There were many beautiful floral offerings and the funeral was largely attended.

LETTERS TELL OF BRITISH TOUR OF N. B. TEACHERS

Joseph Harrington Writes Home of Excellent Experience Being Enjoyed

Letters received by a friend from Joseph Harrington, principal of the Cliff street boys' school, give personal endorsement of the cable reports of the glorious experience the Lord Beaverbrook guest party of New Brunswick school teachers have been enjoying in their tour of Great Britain.

The voyage across the Atlantic on the C. P. liner Montserrat was one of the most pleasant of the trip to Montreal and on board the Montserrat was all that could be desired. Ireland was sighted the morning of July 9, and the ship anchored off Greenock that night about 10 o'clock, but it was clear light the next day, lasts much longer in the old country than in Canada.

LAND JOURNEYING.
References made to the tour of the party on land are in line with the reports that have been received in the cable accounts of the journeying and sightseeing and the meeting of people of outstanding importance in the motherland. Mr. Harrington's letters were accompanied by newspaper clippings showing the attention that the British press has been giving to the visit of the New Brunswick teachers.

In the Daily Express was published a picture of the party on board the Montserrat, and later one showing the teachers visiting Dryburgh Abbey, Berwickshire, which contains the tomb of Sir Walter Scott.

The teachers are now on the way home from Queenstown, Ireland, on the S.S. Melita.

The tour of the party on land in the motherland was a most successful one. The teachers were given in Killarney to the teachers, Lady Beaverbrook was presented with a massive solid silver casket bearing on its cover the Beaverbrook coat-of-arms. On the inside of the casket was the following inscription:

"To Lord and Lady Beaverbrook from the High School teachers of New Brunswick, who were their guests in a memorable tour of Great Britain and Ireland, July-August, 1926. A token of appreciation and admiration."

HOSTESS LAUDED
A number of the visitors, including Justice Oswald S. Crockett, of the Supreme Court of New Brunswick, delivered short addresses, stressing in the main the gracious and generous way in which Lady Beaverbrook conducted them during every hour of their stay in Ireland. Lady Beaverbrook was notably touched by the demonstration of goodwill, and she assured her guests that she would be glad to have them visit her again.

HEALTHY PAYS HOMAGE
Governor-General Healy in a brief address paid tribute to Lord Beaverbrook and his guests for the ample generosity and public spirit they had shown in organizing a tour of the overseas teachers, which was a pleasure to him and to the Irish people that the Irish Free State had been included in the itinerary of the southern tour.

He believed that from out of the tour would come much good to the benefit of the people of the Irish Free State and that the tour would be a most successful one. He believed that from out of the tour would come much good to the benefit of the people of the Irish Free State and that the tour would be a most successful one.

BATHURST WOMAN FATALLY INJURED
Jumps From Wagon as Horse Bolts and Fractures Skull

BATHURST, Aug. 1.—Mrs. William Weale was the victim of a distressing fatality in West Bathurst on Friday morning. She was driving through the suburb when her horse was frightened by a dog and ran away. With the horse and vehicle traveling at a great rate of speed Mrs. Weale jumped to save herself but she lost her balance and struck the ground on her head and the wheel of the horse passed over her. She sustained a fractured skull from which she died in hospital an hour later without regaining consciousness.

The unfortunate woman came here from Fredericton only about a month ago with her husband to manage the large property, known as the Model Farm, owned by the Gloucester Lumber and Trading Company. She was on her way to the depot en route to Chatham when the accident occurred. Dr. R. G. Duncan, coroner, viewed the remains and decided an inquest unnecessary.

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TRUCK DRIVER FOOLS TRIO OF N. Y. BANDITS

Shoots Two Before Robbers Are Able to Seize Alcohol

NEW YORK, Aug. 2.—A plucky truck driver frustrated a daring daylight attempt to seize his truck-load of 20 barrels of alcohol at 171st street and Webster avenue, the Bronx, by shooting two of the three hold-up men, drawing from them a trail of blood by which they were easily traced to their hiding place and captured without a struggle. Two are in Fordham Hospital. The third was not wounded. All are charged with felonious assault and robbery. The alcohol was being legally delivered.

The wounded men and their companion had taken refuge in the third-floor apartment of Mrs. Solomon Schacter, in the Bronx, where they had found only Mrs. Schacter's two daughters, Anne, 15 years old, and Bertha, 12 years old. Anne fainted and was revived by her younger sister. The thieves offered to pay the girls money to hide them, made the frightened sisters bring the wounded men water, and used bed linen and even the girls' dresses to staunch the flow of blood from their wounds.

Neither the police nor officials of the Arrow Service Corporation, which owned the truck, would reveal the identity of the courageous and quick-shooting truck driver. Detectives told newspapermen to call him Sam Markowitz, saying that to publish his name and address would mean that he would be "bumped off before morning" by friends of the hold-up men, whom he identified after their capture.

FIRE WITHOUT DELAY
According to the truck driver, at 171st street and Webster avenue a car with three men drove up and forced him to the curb. The three men leaped out and, with their hands in their pockets, ordered him off his truck. But "Markowitz" expecting such an order, began firing at once. There was a small panic in the street as women and children ran for cover. The hold-up men ran also.

Markowitz left his truck and gave chase, reloading his revolver. He emptied it a second time, but lost sight of the fleeing men and gave up the pursuit.

Use the Want Ad. way

Hot Crispy Toast
Made Right at the Table—Fast as Folks Can Eat It.

EMERSON BROS., Limited
25 GERMANTOWN ST. Phone Main 1910
Open Friday Nights Close Saturdays at One

MAN SURRENDERS IN POISON LIQUOR CASE
HAMILTON, Ont., Aug. 1.—Rocco Perry, named in the indictment of the federal grand jury of Buffalo on the charge of conspiracy in connection with bootlegging and wanted here on a charge of manslaughter in connection with the recent deaths from alcohol poisoning, gave himself up to the police Saturday.

Mr. and Mrs. Arthur G. Mitchell and family, of Indian Head, Sask., are visiting Mr. and Mrs. John Mitchell, 25 Main street, Shannon, Queens county.

Miss Doris Washer, who has been visiting friends at Waterford, near Shelburne, is spending the week-end at Fairville on Friday evening. She was accompanied by Mrs. C. E. Henderson, of Quebec, who had also been visiting at Waterford.

Mr. and Mrs. K. F. Lynch and family, of Montreal, are guests at the rectory at the Church of the Good Shepherd, Fairville.

Mr. and Mrs. William Rackney, formerly of Saint John, but now of Bayonne, N. J., and son, Arthur, who have been visiting Richard Rackney, 42 St. James street, left on the steamer Governor Dingy Saturday evening for home.

Miss Muriel Thompson and Miss Margaret MacMacin have returned home after visiting Miss Jean Harding who is spending the summer with her parents at Drapau, Que.

Miss Fern E. Jewett, of the staff of the Providence Training School for Nurses, Rhode Island, who has been spending her vacation with her parents, Mr. and Mrs. Robert Jewett, has left for Providence.

Mrs. G. M. Johnston and Mrs. W. H. Nice have returned from Ononetta where they have had a most enjoyable stay throughout the month of July.

Miss Dorothy Nice leaves today for Lunenburg on a month's visit to her cousin, Mrs. Starr Young.

Mrs. A. L. Ward, of Boston, left Saturday night for her home after visiting her mother, Mrs. T. B. Burns, and also her brother, George L. Ingram, provincial tax inspector.

F. J. Smith, of Amherst, ticket and telegram agent here for the C. P. R., accompanied by Mrs. Smith, arrived in the city yesterday by motor. They are registered at the Admiral Beady.

Mrs. H. C. McRae and her children registered on Saturday on the Governor Dingy en route to Glenwood, N. B.

Ladies' Hairdressing and Barber Shop on 3rd Floor

Dainty Dimity Undies

In Special Sales This Week

7 Dozen Dimity Pyjamas Sale Price 98c.

Dimity Princess Slips Sale Price 69c.

Dimity Nightgowns Sale Price 97c.

Dimity Bloomers Sale Price 47c. a Pr.

London House F. W. DANIEL & CO. HEAD KING ST.

Use the Want Ad. way

Hot Crispy Toast

EMERSON BROS., Limited

MAN SURRENDERS IN POISON LIQUOR CASE

MENNEN BORATED TALCUM

A Spring On A Mountain

Evangeline Beverages, Ltd.

Evangeline GINGER ALE

Evangeline Beverages, Ltd.

Whatever Your Needs May Be—Let The Times-Star Want Ads Help You

LOST AND FOUND

DON'T WORRY about lost articles. Your ad in this column will find it. Everybody reads the "Lost and Found Column."

FOR SALE—HOUSEHOLD

FOR SALE—One new 4 hole hot point electric range. Cost, \$200 weeks ago. \$127. Will sell for \$100.—Phone Main 422.

WANTED—GENERAL

PIANO WANTED State lowest cash price. Write BOX M 17 TIMES OFFICE

FOR SALE—REAL ESTATE

FOR SALE—City homes from \$700; summer homes from \$200; all year homes with land, from \$600; good farms from \$1200; summer house lots \$100; cash and \$5 monthly.—H. E. Palmer, 50 Princess street.

FOR SALE—GENERAL

Just received a large quantity of second-hand pipe in first class condition. Must sell at low price to make room. Size 3/4 inch to 5 inch. Call on phone Garsons, Ltd., 106-110 Water street.

FOR SALE—HOUSEHOLD

FOR SALE—Gas range, suitable for restaurant.—James Melrose, 31 Mill St. Will sell for \$100.—Phone Main 422.

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ATTACK MADE BY ASSASSIN ON DE RIVERA Anarchist Arrested in Barcelona; Gets Broken Leg From Crowd

MADRID, Aug. 1.—Primo De Rivera, dictator of Spain, narrowly missed an assassin's dagger hurled at him while he drove through the streets of Barcelona Saturday night.

It was explained that the knife struck the window of Rivera's automobile, glancing off the glass. The speed of the car is believed chiefly responsible for the assassin's escape.

ROMAN SOCIETY LEADER



in rebuilding Rome as the world's center of culture Premier Mussolini is not overlooking his human material. Hostesses of charm and distinction are necessary.

Maniac, Rivera explained. "He already has spent five years in prison for attacking a member of the civil guard. When the police had taken him in charge the cheers of the crowd continued enthusiastically."

TWO NEWCASTLE MEN DROWNED WHILE BATHING

Michael Mitchell and Russell Harris Lose Lives When Raft Parts

NEWCASTLE, N. B., Aug. 1.—Two Newcastle men were drowned in a bathing accident at Wilson's Point near here at 2 p. m. today, when two logs which they had tied together and were using as a raft, parted, throwing them into the water.

The victims were: Michael Mitchell, 29, a business man here, and Russell Harris, 24, an employe of the Lounsbury Company and a former student of the Saint John Business College.

CRID OUT FOR PLANK

Mitchell cried out to Bernard to throw a plank, and the latter made a hurried search. When he turned towards the two in the water they had disappeared.

Men and boats with torches searched the river at a late hour tonight for the bodies.

Russell Harris was the oldest son of Mr. and Mrs. John Harris, of Newcastle, and survived by two sisters, Jessie, stenographer of the Bank of Nova Scotia, and Helena, nurse in training at Lawrence, Mass., and a brother James, at home. Michael Mitchell is the youngest son of Mr. and Mrs. Isaac Mitchell, and is survived by two brothers and two sisters, Leo, of Edmundston; Joseph, at home; Mrs. Josephine Mitchell, of Neguac; and Mrs. Thom. Gallant, of Newcastle.

Business and Professional Directory

Men's Clothing SPECIAL low prices in suits during July and August. Buy now and save money.—W. J. Higgins & Co. Custom made and ready-to-wear clothing, 125 Union street, Main 2136.

LIBERALS CHOOSE PICTOU EDITOR, 87

James Fraser Declares Self Successionist; Gets Week to Decide

PICTOU, N. S., Aug. 1.—James Fraser, veteran editorial writer and proprietor of the New Glasgow Eastern Chronicle, was chosen by the Liberals of Pictou county Friday as their candidate in the general election.

2,500 MANCHURIAN TROOPS DIE IN FIGHT

Chang Tso Tin Is Reported Defeated by Nationalists in China

LONDON, Aug. 1.—The Tokio correspondent of the Daily Mail cables report received there from Mukden that Chang Tso Lin, Manchurian warlord, has been defeated by Nationalist troops at Nankow.

SKINNY MEN RUN DOWN MEN NERVOUS MEN

Don't Miss This

You're behind the times if you don't know that Cod Liver Extract is one of the greatest flesh producers in the world.

Canadian National Railways

Atlantic Region Building For Sale

Sealed tenders addressed to the undersigned and marked "Tender for Building, Old Westmorland Road, Saint John, N. B." will be received up to and including Wednesday, August 11th, 1926, for the purchase of one wooden dwelling, the property of the Canadian National Railways, located on Old Westmorland Road, Saint John, N. B.

MUTT AND JEFF—Jones, Hagen, Sarazen, Jimmie Ward and Others Gotta Watch Out For This Guy Next Year By "BUD" FISHER



SEPALED TENDERS addressed to the undersigned and endorsed "Tender for Alterations to heating, Public Building, Dalhousie, N. B." will be received until 12 o'clock noon (daylight saving) Tuesday, August 17, 1926, for the alterations to the heating apparatus in the Public Building, Dalhousie, N. B.

For Eczema

Take Our Herbal Remedies Book on Skin Diseases, New Treatise on Chronic Diseases by Herbal Remedies. Pamphlets on Loss of Manhood and Diseases of Men. Booklet on Female Ills and Advice, free by mail. 20 cents per copy. (Without extracting experience.) Write us before losing hope. Treatment by mail our specialty.

THE EVENING TIMES-STAR, SAINT JOHN, N. B., MONDAY, AUGUST 2, 1926

STOCK PRICES GO HIGHER IN MARKET TRADING TODAY

AMERICAN ANTHRACITE
Real old-fashioned Hard Coal, medium free burning, free from stone and slack. Pre-war quality. Special prices. Egg and chestnut sizes.

IN STOCK
Best quality only.
Radio Anthracite
Welsh "Hi-Heat"
Cumberland Soft

COOL OFF A BIT!
But remember—the season's advancing. Give us your winter coal order for early delivery.

DRY SOFT WOOD
Cut Stove Lengths, Double and Single Loads

McNAMARA BROS.
American Anthracite
Besco Coke
Broad Cove

BROAD COVE
MILLERS CREEK
ACADIA STOVE
PUNNY QUEEN COAL

Spring Prices For Coal
American Scotch and Welsh Anthracite
Besco Coke
All Varieties of Best Soft Coal

Morning Stock Letter
NEW YORK, Aug. 2.—Saturday's market showed a disposition to broaden with the former leader's incline to see off slightly.

WOOD SALE
Just received a large shipment of heavy and light soft wood, thoroughly dry, sawed any length to order.

D. W. LAND
ERIN STREET SIDING
Phone 4055

UTILITIES IN GOOD DEMAND
IN WALL STREET
Baltimore and Ohio Reaches New High Record Price for Year

MONTREAL EXCHANGE IS FAIRLY ACTIVE
Abitibi Again Prominently Dealt in; Smelters La Practically Neglected

NEW YORK MARKET
Stocks to 12 noon.
High Low Noon
Atchafalca 135 134 133 1/2

MONTREAL MARKET
Stocks to 12 noon.
High Low Noon
Atchafalca 135 134 133 1/2

CHICAGO GRAIN MARKET
To 12 noon.
High Low Noon
September wheat 142 141 140 1/2

Current Events
NEW YORK, Aug. 2.—Montgomery Ward sales in July totaled \$11,883,567, against \$10,843,742 in July 1925.

COAL and WOOD
MILLERS CREEK, BROAD COVE and SCOTIA
Heavy Soft Wood and Dry Kindling, \$2.00 a Load



Above, the Bourse; below, the Bank of France. At left, Raymond Poincaré, premier, and at the right M. Moreau, president of the Bank of France

PROBE SMUGGLING OF POISON LIQUOR
Special Counsel Named to Handle This Phase of Ontario Deaths

Shipping
PORT OF SAINT JOHN
Arrived Monday, Aug. 2
Stmr. Port Arthur, 223, McKinnon, from Boston.

THEATRE PROPERTY AT CAPITAL SOLD
Gaiety and Three Stores Purchased by Movie House Owner

J. H. Thomas To Make Tour of Dominion
LONDON, Aug. 2.—James Henry Thomas, general secretary of the National Union of Railwaymen, is to embark on a tour of Canada, says the Westminster Gazette.

BAXTER PLAN FOR TRADE THROUGH CANADIAN PORTS
Continued from Page 5
drew he gave him in confidence the names of some firms.

BROKERS' OPINIONS
NEW YORK, Aug. 2.—Prinos & W.—"It is likely considerable irregularity will develop in the next few days and for a time stocks should be purchased only on good reactions and carefully selected."

GOING TUNA FISHING
HALIFAX, N. S., Aug. 2.—Wallace Near and a party of friends from Toronto boarded the former's 450-ton Diesel driven yacht Kallis for Matine Bay Saturday and commenced tuna fishing in St. Margaret's Bay yesterday. The party will go to Newfoundland later.

Divorce Granted Sir R. B. Cruise
Noted Oculist Receives Decree—Sir Grey Gaunt is Named

Seven Known Dead in Porto Rican Storm
SAN JUAN, Porto Rico, Aug. 2.—With communications restored, but with all sections of the island not yet having been heard from, the police reported a total of seven persons were killed in last week's storm.

PREDICTS CHANGES
Missionary Here From India Says Mohammedan and Hindu Religious Lose Ground

CITY CORNET BAND Concert Tonight
The City Cornet Band under the direction of Bandmaster Frank Waddington will give a concert program tonight in King square from 8 to 10 p. m.

DEATHS
ALCHORNE—Suddenly, in this city, July 31, 1926, Alande, beloved wife of Wm. Alchorne and daughter of Joe Southey, of Sydney, Cape Breton, leaving her husband and five children, father and sister to mourn.

FINDS SIMPLE WAY TO PRODUCE COLORED FILM
German Chemist's Device Operates Without Increasing Production Cost

PAIR CREMATED AS AIRPLANE CRASHES
LYNCHBURG, Va., Aug. 2.—John and Haywood Sprouse, 18 and 35 years of age, both of Forest Depot, Va., were cremated when the airplane in which they were passengers crashed in flames near here yesterday.

IMPRESSIVE AT ST. PETER'S CHURCH
16 Young Men Take Redemptorist Habit; Nine Make Vows

CUBAN PLAYERS COMING
HAVANA, Aug. 2.—The members of the Cuban Davis Cup team, sailed yesterday on board the steamer Orizaba for New York.

ST. MARY'S GRADUATES
Of those who took the habit yesterday 13 were graduates of St. Mary's College, Brockville, and three were lay brothers.

Investment Bonds and Shares
Many sound investment opportunities are outlined in our publication "Investment Recommendations".

Isn't Daddy coming home, Mamma?
SUPPOSE your children were calling for you like this. Suppose you had passed on and could not help them any more.

THE IMPERIAL LIFE ASSURANCE COMPANY OF CANADA
HEAD OFFICE = TORONTO, ONTARIO
Branch Office: Royal Bank Bldg. ST. JOHN

BENEFIT GAINED FROM INTERNATIONAL SPORT IS QUESTIONED

GOOD FEELING BETWEEN U.S. AND ENGLAND

While There Was Friction at Paris, English and Americans Get on Well

LONDON, Aug. 2.—Since several incidents happened during the Olympic games in Paris two years ago, in which demonstrations both vocal and physical were given against American spectators and athletes, it has been disputed whether international competition in sports did or did not promote better international feeling.

The impression that the Walker Cup golfers made upon the Scottish people was distinctly different from that which had won the championship. The spirit of friendship that the Walker Cup golfers created was manifested a few hours after less sweated had won the championship. The first to propose a toast to the new champion were stately and dignified members of the Honourable Company of Edinburgh Golfers, the club which sponsored the tournament.

But it was later in the evening when the real spirit of friendship developed. The Americans who had been given honorary memberships in the club gathered in the club house to celebrate the victory.

The celebration naturally led to the point where the strains of "Sweet Adeline," "My Honey Honey," and "East Side, West Side" floated into the still night air.

"This is quite astounding," a steward remarked with an expression of amazement on his face.

He explained that it was one of the most dignified of all golf clubs, that the loungers never raised their voices above a whisper and that carpet slippers were too loud in the corridors and smoking rooms.

Argonauts Win Canadian Association Regatta At St. Catherines

Schedule of Games in Play For Intermediate Trophy

The first Intermediate games for the cup donated by C. W. Ellsworth will be played this evening when St. Peter's and Beavers play on St. Peter's Park and the Y. M. C. I. and Imperials on the North End grounds. The play is divided into two sections, the winners of the sections playing a series of five games for possession of the cup.

Section I
Aug. 2—St. P. vs. Beavers, St. P.
Aug. 3—Beavers vs. Canucks, W. S.
Aug. 4—Canucks vs. Nationals, Fairville.
Aug. 5—Nationals vs. St. Peter's, N. E.
Aug. 9—St. Peter's vs. Canucks, St. P.
Aug. 10—Beavers vs. Nationals, W. S.
Aug. 11—Canucks vs. St. Peter's, F.
Aug. 12—Nationals vs. Beavers, N. E.
Aug. 16—St. Peter's vs. Nationals, St. P.

Section II
Aug. 17—Beavers vs. St. Peter's, W. S.
Aug. 18—Canucks vs. Beavers, F.
Aug. 19—Nationals vs. Canucks, N. E.
Aug. 2—Y. M. C. I. vs. Imperials, N. E.
Aug. 4—Imperials vs. Alerts, S. E.
Aug. 5—Alerts vs. Glenwoods, Allison.
Aug. 6—Glenwoods vs. Alerts, S. E.
Aug. 10—Y. M. C. I. vs. Glenwoods, S. E.
Aug. 11—Imperials vs. Glenwoods, S. E.
Aug. 12—Alerts vs. Y. M. C. I., Allison.
Aug. 13—Glenwoods vs. Imperials, N. E.
Aug. 17—Y. M. C. I. vs. Glenwoods, S. E.
Aug. 18—Imperials vs. Y. M. C. I., S. E.
Aug. 19—Alerts vs. Imperials, Allison.
Aug. 20—Glenwoods vs. Alerts, Allison.

MacWilliams Wins Western Amateur Championship
WINNIPEG, Aug. 1.—Carson MacWilliams, Calgary, won the Western Canada amateur golf championship final here Saturday afternoon when he defeated Don Carrick, Toronto, 3 up and two to play.

Watermen Lead in City League Race
Although they lost Saturday, the Water Department team were into the lead in the second section of the City League when the St. Johns lost and won a game to tie the St. Johns in the evening.

Recover First Place When St. Johns Divide Twin Bill on Saturday
Although they lost Saturday, the Water Department team were into the lead in the second section of the City League when the St. Johns lost and won a game to tie the St. Johns in the evening.

Five Spectators Die in Airplane Crash
BERLIN, Aug. 2.—Five spectators were killed and several injured at an air meet at Heidenheim, near Stuttgart, Württemberg, yesterday.

ROBINS MAKING BID FOR HONORS

Trying To Fill Gap

Now in Fourth Place, Six Games Behind the Leading Pirates
NEW YORK, Aug. 2.—Opposition to western monopoly of the first division in the National League has broken out anew. The Chicago Cubs have been ditched into the second rank and a Brooklyn menace once again threatens the leaders.

YANKS WON ANOTHER
The latest winning streak of the Yankees was extended to 11 games when the White Sox were subdued, 8 to 4, on their home diamond in Chicago. The Huguenots have won six straight victories now.

MANITOBA LEADS IN CHAMPIONSHIPS
Scores 15 Points at Port Arthur—Montreal Second With 14
PORT ARTHUR, Ont., Aug. 1.—With a total of 15 points, the Manitoba track team was the leader at the end of the first day's meet, Saturday of the 37th annual track and field championships of Canada.

ST. MARY'S CLUB WINS REGATTA
Springs Surprise by Winning Three Races at Halifax
HALIFAX, Aug. 1.—The Jubilee Amateur Athletic Club celebrated its 6th annual regatta on the North West Arm Saturday afternoon, that date being the centennial of the first regatta in Nova Scotia.

Games Tonight
THE St. Johns will play the Trojans on the East End grounds in the City League game this evening. Should the Saints win they will be tied with the Watermen for first place in the league.

How To Swim
BY LILLIAN CANNON
The hands are cupped.
In perfecting the overhead stroke, one's aim should be to make as little splashing as possible, and to swim with as little effort as possible.

HONORS WELL DISTRIBUTED AMONG CLUBS

Ottawa and Toronto University Only Ones Not to Get a Championship

ST. CATHERINES, ONT., Aug. 2.—Honors were exceptionally well distributed among the competing clubs at the forty-fourth annual regatta of the Canadian Association of Amateur Oarsmen, which was concluded on the Royal Canadian Henley course Saturday evening. Ottawa and Toronto University clubs were the only two who failed to land a championship, but both were strong factors in all their events.

Below is the regatta summary:
Argonauts, Toronto, 1st 2nd 3rd Pts.
West Sides, Buffalo, 2 3 1 17
Dons, Toronto, 2 1 2 13
Lacshin, Montreal, 2 1 4 12
Niagara Aquatic, St. Catharines, 1 4 0 11
Catharines, 2 4 3 17
Undines, Philadelphia, 2 1 0 8
Winnipeg, 1 0 0 7
Ferdinand, 2 0 0 6
Ottawa, 1 0 1 6
McGill University, 1 0 0 5
Brooklyner, 1 0 3 3
Toronto Varsity, 0 1 2 2

GOOD RACES HELD AT DORCHESTER

Lady Evelyn Wilkes, Thos. B. and Dan Arc Winners

DORCHESTER, Aug. 1.—A large crowd saw the horse races held by the Horse Breeders' Association on the Dorchester speedway on Thursday afternoon. It was a matinee race with good prizes in all classes offered.

JONES WINS MOORE TROPHY SATURDAY

Leads Fusiliers With 96 in Final C. R. L. Shoot on Saturday
With a score of 96, Sergeant Jones led the Fusiliers in their final Canada Rifle League shoot of the outdoor season and for the Moore cup at the match held on the range Saturday afternoon. Sergeant Jones won both the cup and the spoon. Corporal DeVenne was second with 92 points.

RICHARDS DEFEATS TILDEN IN NEW YORK

NEW YORK, Aug. 1.—Vincent Richards defeated William T. Tilden, national champion, in the final round of the Metropolitan Tennis championship today 6-3, 6-3, 4-6, 6-2. It was Tilden's third successive defeat of the year at the hands of Richards.

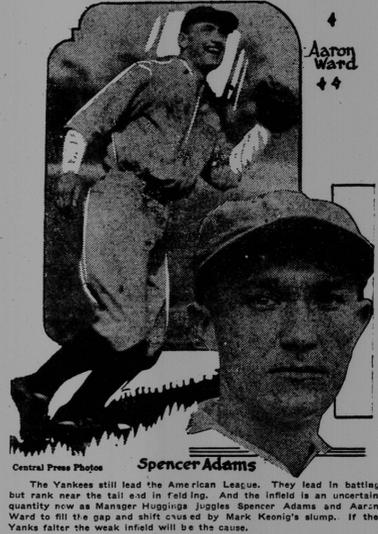
MICHELSSEN TO RUN AT SYDNEY AUG. 13

SYDNEY, N. S., Aug. 1.—Albert Michelsen, star distance runner of the Finnish American Athletic Club, New York, and winner of the Baltimore Marathon in 1925, will meet Johnny Miles in a 10-mile race here on August 13. The race will be one of the features of Sydney's Old Home Carnival.

Illinois Swimmer Breaks Mile Record

PHILADELPHIA, Aug. 1.—Arne Borg, sensational swimmer, set a new record at the National Amateur Athletic Union meet here by taking the mile free style swim today in 21:46.2-5. As on Thursday, Borg broke one of his own marks, his previous mile day racing meet in connection with the sports program, a change in dates for the latter was considered advisable. A 10-mile race will be held on Friday, August 2.

Stonewall Jackson CIGAR
The old favourite 5¢
Buy the Pocket Pack of 5



Aaron Ward



Spencer Adams

MANITOBA LEADS IN CHAMPIONSHIPS

Scores 15 Points at Port Arthur—Montreal Second With 14

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There is NO substitute for the world-famous BRIAR PIPES
QUALITY-STYLE-FINISH
PRICES \$2.00 \$2.50 and \$3.00
Demand a genuine BBA
DON'T HESITATE BUY ONE TO-DAY
THE B.B. COMPANY (CANADA) LIMITED MONTREAL

MODERN VIKINGS SIGHTED OFF COAST OF N.S.

Four Norsemen, in Tiny Craft, Seen on Way to Philadelphia

HALIFAX, Aug. 1.—Captain T. Folger and his three companions who are making the 5000-mile voyage over the 1000-year-old Viking trail from Norway to America in their tiny open craft, the Leif Erikson, a replica of the ships that brought the Vikings ten centuries ago, were today well down the New England coast on their way to Philadelphia, reckoning from a report that reached this city today from an isolated fishing village on the Halifax county coast line, near which the voyagers passed last Wednesday.

A letter received in the city tonight from Captain W. L. Smith, Tenness Bay, stated that while fishing 17 miles off Sambro, at 7:30 o'clock last Wednesday morning, he had spoken to the strange craft from Norway and Captain Folger had asked him to report all on board well.

The four Norsemen who have made the first successful attempt to repeat the exploit of their intrepid ancestors, are Captain T. Folger, pilot, Johnson, Molder, T. Thomassen and Kristian Andersen. They set out from Bergen early in the summer, following the pathway first discovered by Erik the Red, Leif's father, who established a settlement on Greenland many centuries before Columbus made his voyage to America. They called at the Danish Faroe Islands, Iceland, Greenland and St. John's, Nfld., whence they sailed over a week ago planning to go direct to Philadelphia.

FOUR LOSE LIVES IN MONTREAL MISHAPS

Three Drowned, One Killed in Motor Accident During Week-end

Canadian Press MONTREAL, Aug. 2.—Four persons lost their lives in automobile accidents and drowning incidents in Montreal over the week-end.

Albert Davidson, 27, was instantly killed when his automobile crashed into an iron standard and hurled him to the road. Two other passengers in the car received injuries.

Edward Lebeau, 25, was drowned while bathing in the St. Lawrence River, when he stepped into a hole. The body was not recovered.

Teddy Minshall, 15, was drowned while bathing in the St. Lawrence. He had entered the water shortly after a meal.

Agnes Dumont, 8, daughter of Mayor Dumont, of Verdun, stepped into a hole while bathing in the Ottawa River, and was drowned.

Use the Want Ad. way

VIKING BOAT AND HER CREW



Over the ocean course which Leif Erikson took in his search for North America, the four Norsemen shown above are en route from Norway to Philadelphia. Left to right they are Johnson Molder, Captain T. Folger, T. Thomassen and Kristian Andersen. Inset is their vessel, replica of the one Leif used.

HISTORIC TRINITY ISSUES BOOKLET

Publication Tells of Many Memorials in Parish of Loyalists

A booklet of exceptional interest entitled "Trinity Church, Saint John, New Brunswick and its Memorials" has just been published.

The committee of Trinity church corporation composed of E. A. Porter, Lt.-Col. Alexander McMillan and Lt.-Col. W. H. Harrison, K. C., was commissioned with the task of preparing the booklet and has admirably fulfilled the duties that were imposed. In the 25 pages of the booklet are found short and carefully prepared records of all of the very many memorials which enrich the fabric of Trinity church and which it is a unique interest among the churches of this province.

The booklet is 45 feet long with a 15-foot beam and has compressed safety tanks. It is modeled as near as possible to the lines of the Viking ships with towering gargoyle figurehead.

The colors of four military units have been placed in Trinity church for safe keeping and the oldest of these are the colors of the 2nd battalion, Saint John City Militia, which were presented to the battalion in Sept. 18, 1827.

The booklet is a fine example of the printer's art and is very fully illustrated. Specially noted among the

Litany Said In Churches For Mexicans

IN compliance with the call from His Holiness Pope Pius that the Catholics of the world offer prayers on a day designated for the church in its troubles in Mexico, there was a special litany in the Catholic churches of Saint John yesterday, the day appointed. In the Cathedral at the 9:15 o'clock mass, His Lordship referred to the situation in Mexico and led in the recitation of the Litany of the Saints. He also spoke with pleasure of the large number who had complied with the request to offer Holy Communion yesterday in connection with the objects of the special prayers. At the other masses Rev. E. Reynolds spoke on the subject and at the 11:15 o'clock mass the Litany of the Saints was chanted.

LEAVES FOR HERE AUG. 21 It is learned that Lord Darling, noted English jurist, who is to address the Bar Association of Canada in Saint John in September, will leave London on August 21, and arrive at Quebec on August 29. After the meeting of the bar association, he proposes to tour Canada.

The pictures are those showing the exterior of Old Trinity church as it was originally in 1791, and the exterior in 1877 which consumed the entire structure. Excellent pictures of the exterior and of the interior of the present edifice are also given as well as pictures of various memorials. The inscriptions from all of the memorials and all of the tablets in the church are copied exactly.

UNITED SERVICES IN MANY CHURCHES

August Program Begins—Norton Preacher in Two Pulpits

The city congregations which are uniting for summer services commenced their August program yesterday. St. Paul's and St. John's (Stone) church congregations attended Stone church where Rev. A. L. Fleming conducted the services. The congregations of Centenary, Queen Square and St. David's churches attended Queen Square church in the morning and St. David's church in the evening. Rev. Hugh Miller was the preacher. The soloists were Miss Olive Rankine and Mrs. Blake Ferris.

The congregations of Main street and Victoria street Baptist churches attended Victoria street church in the morning and the Main street church in the evening, and the services were conducted by Rev. M. S. Richardson, pastor of the Main street congregation. The Exmouth street United church and Waterloo street Baptist church congregations attended service in the morning and in the Exmouth street church in the evening. Rev. E. Z. Styles, of Exmouth street was the preacher.

The congregations of St. Andrew's United church, German street Baptist church attended service in the morning and in the evening. Rev. J. S. Bonnell, in the absence of Rev. J. S. Bonnell, is spending his vacation in Prince Edward Island.

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THE McMANUS IS DEAD IN NEW YORK

Political Leader Succumbs Suddenly Soon After Presiding at Meeting

NEW YORK, Aug. 2.—Thomas J. McManus, better known as The McManus, head of the family of that name, former state senator and Tammany leader of the Fifth Assembly District, Middle, died on Friday at his home, 422 West Forty-ninth street. He was 64 years old and for 25 years had been the absolute political ruler of the midtown section of Manhattan west of Broadway.

PALACE MONDAY AND TUESDAY



7:15 and 9:10

THE CAVE MAN

(Story by Gillette Burgess) with MATT MOORE MARIE PREVOST

The riotously funny and exciting story of a coal heaver and a society girl who tried to tame him. WALTER HIRSH in "FRESH FACES" A DANDY COMEDY

Noted Canadian Artist Passes Away

TORONTO, Ont., Aug. 2.—William Edwin Atkinson, A. R. C. A., distinguished Canadian landscape painter, is dead at his home here, aged 61 years. He had been ill for about three months, or since a short time after he returned with Mrs. Atkinson, also an artist of note, from a lengthy sketching tour of Toronto in 1922.

IMPERIAL

BEN LYON, BLANCH SWEET and LOIS WILSON

IMPERIAL THEATRE'S BIG SHOW TODAY!



EXTRA FEATURE! ETHEL MUNRO Funny Stories Mimicry Pianologues At 4.00, 8.30, 10.00

A MID-SUMMER LAUGH FROM START TO FINISH

PATHE NEWS OF THE WORLD THOSE FUNNY FABLES TOO

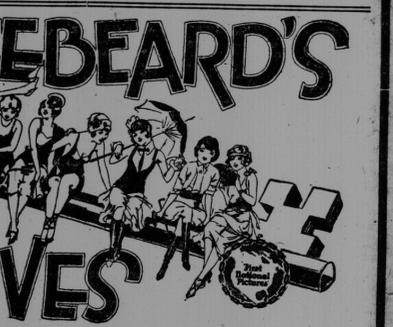
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UNIQUE TODAY



Dolores Costello

The heroine of "The Sea Beast," "Mannequin" and "Bride of the Storm," in her latest triumph

Also REVIEW and COMEDY

THE LITTLE IRISH GIRL

with JOHN HARRON

QUEEN SQUARE—Monday—Tuesday

HER SECOND CHANCE

With ANNA Q. MILLSON, HUNTLY GORDON, CHARLES MURRAY

FLASHING THOROUGHBRED HORSES—slashing, wild-eyed jockeys—it was the race of the ages—a red-blooded triumph for a thoroughbred blue-blooded woman. A drama of fast horses and a beautiful woman staged in Kentucky, Romance-land! A drama of the sport of kings made for the thrilling delight of everyone!

PICTURES AT 2.30, 7.15, 8.45 VIDA TWICE DAILY ONLY—3.30, 8.15

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FRECKLES AND HIS FRIENDS



Oscar Wants His Money's Worth



By BLOSSER



By MARTIN



BOOTS AND HER BUDDIES



Boots Hasn't Been Introduced Yet



Try Corn Fritters



By SWAN



SALESMAN SAM



Try Corn Fritters



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