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RD MOTOR COMPANY OF CANADA, LIMITED, FORD, ONTARIO

National League

ICAGO, Sept. 13.—Eppa Rixey, itched Grover Alexander in a ing battle today and Cincin- ained out Chicago four to noth- ing in the first game of the series. The locals have played 35 innings without registering a run.

PHILADELPHIA, Sept. 13.—Brooklyn defeated the Philadelphias today 6 to 4, after pounding Ring for five runs in the sixth. Up to the sixth the game was a pitcher's battle between Ring and Grimes but in the closing innings both twirlers were hit hard each yielding 13 hits.

DODGE BROTHERS TOURING CAR

The comfort and beauty of this new touring car are instantly apparent.

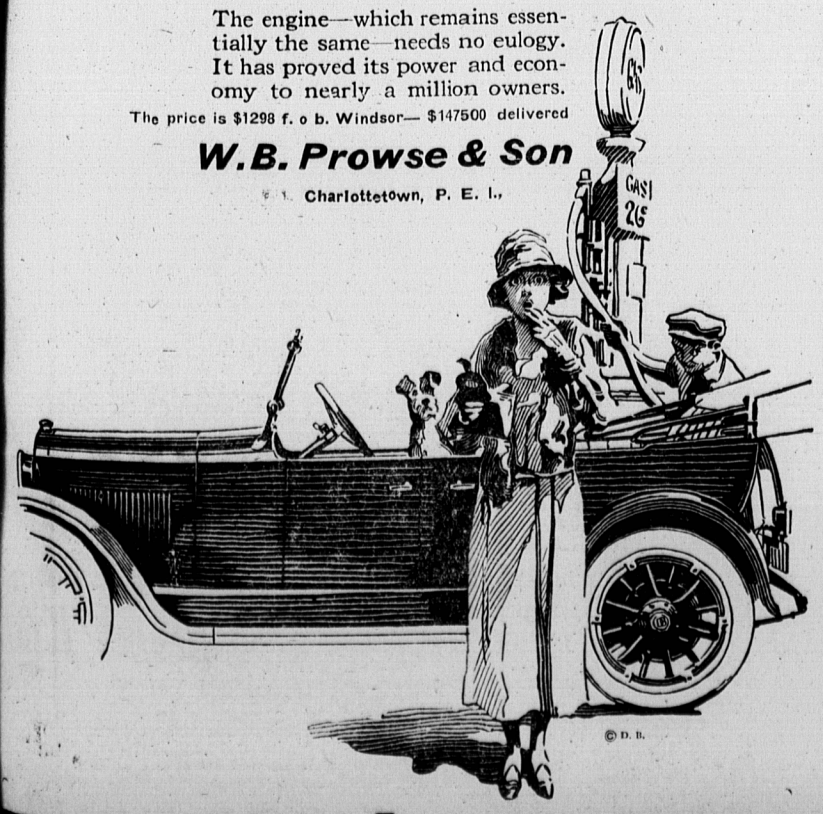
Long underslung springs, deeper seats and greater body length have resulted in an unusual degree of riding ease.

The body is exceptionally trim and graceful. Swung low to the road, with long, straight hood-and-cowl effect and tasteful appointments, the car reveals new value and sound workmanship in every detail.

The engine—which remains essentially the same—needs no eulogy. It has proved its power and economy to nearly a million owners.

The price is $1298 f. o b. Windsor— $147500 delivered

W.B. Prowse & Son
Charlottetown, P. E. I.



Emigrants From Malta

(By Dominion News Service.)

MALTA, Sept. 12.—To Malta emigration is a matter of life and death. Cradled in the heart of the Mediterranean, healthy sea breezes have given her children a stamina which extremes of cold in Canada or of heat in Africa do not affect. For nearly a century the Maltese have been engaged in a struggle against the tyranny of space. They are born of a migratory race and undoubtedly have great powers of adaptation.

Once, near Arras, I spoke to two Canadian soldiers, and it took me some guessing before I discovered that they were two Malters whose home was in Winnipeg. On another occasion I could hardly believe my informant when I was told that a whole company of French poilus marching into Bizerta, were Malt se whose fathers had settled i Algeria. Again, I could with dif iculty distinguish between Englis and Maltese among the crew of a British destroyer in which I hap ened to be travelling during the war. The Maltese are a mixed ace, their ancestors in many ases being French, Italians, Eng ish, Spaniards, or Germans who ad settled in Malta as a conveni nt business centre. That is wh hey mix so easily with other peo le of European race.

The number of Maltese permanently settled abroad must today be reat indeed; and the flow continues, constant and regular. The ood Maltese villager will often ear a familly of ten or twelve ealthy children; eighteen is by no eans an uncommon figure. When hese emigrate they are all sen ut with money of their own. No ne is allowed to leave unless and until he is known to be in every way fit to meet the requirements of the country in which he intends o make his future home.

Careful Selection Made.

At the end of the war restrictive nactments were introduced in al ountries where a large influx o mmigrants was expected. In spite of literary tests, health tests ransportation hindrances, and end ess regulations, Malta parted with eventeen thousand of her chil iren, not a dozen of whom were ejected at the other end. Malta s proud of her achievement.

When the great move from Eu ope began, bringing with it the i iscriminate "dumping" of unsuit ble people at ports of entry o order stations, the Maltese auth rities determined to lock their own doors against the exodus o he unfit. All would-be emigrant were sorted at the source and pass d through a preparatory stage o nquiry, in strict accordance wit he immigration laws of the Britis Dominions or of other countries t which the candidates desired to go.

The reductions in the personne of the Naval and Military estab ishments at Malta, and the dis charge from the mercantile mar ne after the war, threw out of em ployment nearly twenty thousand able bodied men. Work in the ports has permanently decreased while the population is increasing every year in consequence of the excess of births over deaths. Agri cultural opportunities are limited and the industries which have so far been installed in these islands give employment to a comparatively small number.

There are four classes of Maltese emigrants — farmers, mechanics seamen, and unskilled laborers. The first emigrate exclusively to Australia and to Canada, with the exception of the other few who find their way to Southern France the other three to any country where opportunities are afforded. There are thousands of Maltese in France. There are fifty thousand natives of Malta or their descendants in Egypt, Tunis, and Algeria many in affluent circumstances. There is a flourishing Maltese colony in San Francisco, and fifty thousand skilled mechanics are permanently settled in Detroit, most of them raised in the schools of the Royal Dockyard.

In Australia, and more recently in Canada, the Maltese and the Gozitan farmerss have discovered that there is room for millions of their kind. The Maltese villager can, oftener than not, speak, read and write only his native language. Emigrant schools have, however been set up where an intensive knowledge of English is imparted. The villager from Malta and Gozo who is today passed for a British Dominion can be relied upon to know enough English to make himself understood. The Maltese emigrant is sturdy and active, law abiding and disciplined.

GARDEN GOSSIP

Over the garden hedge Mrs. Auburn and Mrs. Elmwood were discussing the qualities to their respective husbands.

"Do you know, Mrs. Elmwood," said Mrs. Auburn, "my husband is terribly tender-hearted."

"Really?"

"Yes," said Mrs. Auburn. "Why, he simply can't bring himself to the point of killing a fly, and I can't even get him to punish our son when he's naughty."

"Well," said Mrs Elmwood, "he's very much like my husband." And with a sigh, "My husband is so tender-hearted that he won't even beat the rugs."

In dual-purpose breeds, all hens that become broody should be given a celluloid leg band for each offense. It is easy to keep track of them in this way and as those that have frequent broody spells cannot possibly make good records, they should be marketed. Birds that, without having clearly inferior characters, are under suspicion, should be moved to a separate pen and given further trial.

Flattery is the praise we hear bestowed on other people..

FAREWELL RECEPTION.

On the evening of Monday, Aug 27, a large number of the people of the Brookfield congregation assembled at the home of Mr. and Mrs. A. D. McPherson, of Brookfield, for the purpose of doing honor to their daughter, Miss Adele McPherson, who was soon to leave for Ottawa, where she had been appointed deaconess in Chalmer's Presbyterian church there.

The earlier part of the evening was pleasantly spent in playing games of various kinds. Not long before the midnight hour the gathering was called to order, and Mr. Chas. E. McDuff, Supt. of the Sunday School, was elected chairman. After having stated the purpose of the gathering Mr. McDuff called upon the pastor, Rev. R. H. Stavert who read the following address to Miss McPherson:

Miss Adele McPherson,

Dear Friend,—For same weeks we, your old friends, of Brookfield and vicinity have been rather expecting that about this season of the year you would be furnishing us with an opportunity to call upon you. It seems only a little while—apparently only a few months—since we called at your home on a mission somewhat similar to the one of this evening. Yes, you will remember that some two years ago when you were setting out upon the Deaconess Training Course, we gathered here to say a parting word and to bid you God-speed. Since that time we have been following your career with interest. From time to time we have heard with pleasure of the splendid success you had met with, not only in your studies, but also in the deaconess work you were carrying on in the congregation of Joggins Mines, in the sister province of Nova Scotia. Regarding your work in that congregation, we were told by Mrs. L. A. Moore, the president of the Maritime W. M. Society, who had visited that field, that she had never known of an instance where the people—both young and old—had become so attached to a worker who had spent some time in their midst. Mrs. Moore went so far as to say that the lady at whose home you boarded thought so much of you because of your true worth

TAKE 2 SCIENCE

ormative state, probably rising steadily nearer the surface, just as the islands which make up Japan rose in earlied times. They are what we call new ground eologically, dating from the Tertiary Period, 1,000,000 to 3,000,000 years ago.

"Leaving the point 250 miles from the Japanese coast, the floor of the sea gradually slopes up ward until it emerges in the crest of this second range. Mount Fujiyama, not far from Tokio has a height of 3,780 meters, the highest point on the islands. Compare this with the depth of 7,254 meters 250 miles offshore and we get an idea of the tremendous difference in such a relatively small area. But 1,000 miles out to sea there is that second range, 4,096 meters. Nature has a way of matching one mass against another, particularly in the case of mountain range, and these exert pressure upon each other. The under-sea range has that relation to Japan and there also is a difference in the gravity. Well, this pressure is the immediate cause of the shocks, as one mass is adjusted to the other. How long that process will go on nobody can say, and neither is there any way of predicting in which direction it will next crop out. But, broadly speaking, the danger points are in the known earthquake zones. And in the case of severe disturbances it is not usual for these to be repeated under intervals of at least ten or twenty years."

Japan underwent a shock in 1891, which Dr. Reeds said was of about the same severity as the present one, but fortunately fell in a less populated part of the islands. After that earthquake the phenomenon of compression was observed at many places in the region affected. For instance, one plot of ground known to have represented forty-eight square feet before the shocks had shrunk to a bare thirty feet afterward, a loss of more than one-half.

"Your husband must enjoy his home."

"He does, especially when I want him to take me out."—London Passing Show.

QUEER INDIAN TRADES

Writing from Lucknow, Irene Burn tells of the three queerest trades in India in the following manner:

In England one can rhyme a string of dull trades, "tinker, tailor"; but one must journey to India to happen upon such strange occupations as those of the Monkey Deporter, the Corpse Fender, and the Shahbash-Wala.

Here on the plains of Northern India the small brown monkey is a pest to cultivators. In mischevous hordes he swoops upon fruit trees and strips them bare.

But Hanuman, the Monkey-god, will not suffer the death by violence of one of his kin. No Hindu may slay a monkey, so he hires a Monkey Deporter.

At sunset when the monkey families swing home to bed this hireling creeps beneath the mango trees, armed with a net.

With this he snares the thieves from their branches, afterwards packing his live prey into crates. Then he goes off by train for a station or two and lets the deported monkeys free to ravage strange pastures.

The freshly outraged cultivator now hires a Monkey Deporter, and the trade flourishes.

The job of the Corpse Fender is to push off half-burnt corpes that drift from the burning ghats to anchor by one's garden.

Hindus burn their dead by the river side. If they are too poor to furnish the pyre, a benevolent Government supplies the wood. But the thrifty find it absurb to waste good fuel, so they use a little of it to singe the corpse and sell the rest.

That holy river, the Ganges, takes the half-burnt body into an embrace so reluctant that the Corpse Fender must arm himself with a long iron-tipped staff to keep the shallows free.

The Shahbash-Wala is a cheerier wight than the Monkey Deporter or the Corpse Fender, who are prone to pessimism, since monkeys and corpses are so frequent and so persistent.

His name means literally "brave fellow." Himself he handles neither spade nor pick, but he stands over a gang of workmen howling monotonously, "Shahbash, shahbash," ("Well done, well done.")

Without a Shahbash-Wala an Indian gang slackens at once.

Edwin G. Maccabee, Northboro, Mass., has a Baldwin apple tree at his place more than 100 years old. Last year 10 barrels of choice apples were gathered from the tree. The tree escaped destruction by the ice storm two winters ago and is in a fair state of preservation.

GOODYEAR
ALL-WEATHER TREAD

Now far outdistance their own good mileage records of a few years ago

Goodyear means Good Wear

GERMAN MUSIC ON SALE IN FRANCE

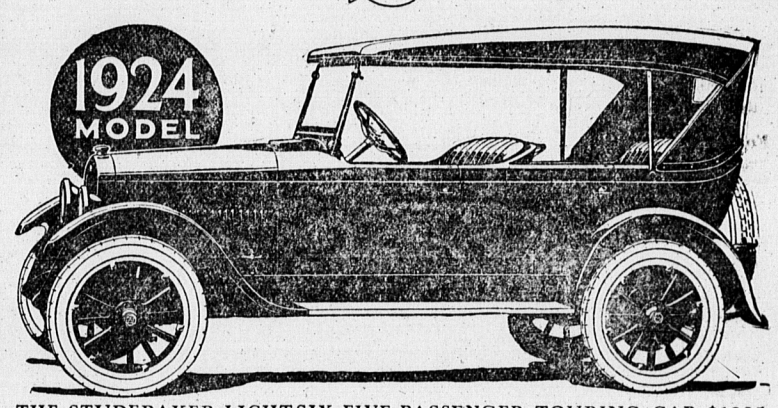
PARIS.—German made music is again on sale in France, after having been boycotted since the beginning of the war. The boycott order of the French Music Editors' Syndicate was rescinded on July 10.

The German Music Merchants' Syndicate had lifted their boycott on French music since last January.

Senior—How do you like your new room?

Soph—Rotten. There aren't half enough chairs to hold my clothes.—Oregon Lemon Punch.

INTEGRITY Studebaker SERVICE



THE STUDEBAKER LIGHT-SIX FIVE-PASSENGER TOURING CAR $1395

130,000 Owners Know the Value of this Studebaker

Every unit in the new 1924 Studebaker Light-Six Touring Car has proved its dependability in public use.

There are refinements and improvements, of course, but the underlying principles of design and construction which have made enthusiasts of 130,000 purchasers of this model in three years' time, are not radically changed.

The 1924 Light-Six is practically free from vibration. Studebaker accomplishes this largely by machining the crankshaft and connecting rods on all surfaces. This is an exclusive Studebaker practice on cars at this price—and is found only on a few other cars—and they're priced above $3,500.

Absence of vibration prolongs car life, causes slower depreciation, reduces the cost of operation and adds to the enjoyment of driving.

Aside from its mechanical excellence, the Light-Six is handsome in design, extremely comfortable, sturdy and economical to operate. It is powerful, speedy, has a pick-up range that is seldom taxed and never exhausted, is easy to handle and convenient to park.

Its enameled all-steel body, one-piece, rain-proof windshield,* ten-inch cushions upholstered in genuine leather, and cowl lamps are among many features heretofore to be had only in higher priced cars.

For 71 years the name Studebaker has stood for unfailing integrity, quality and value.

1924 MODELS AND PRICES—*f. o. b. Walkerville, Ont.—Exclusive of taxes*

LIGHT-SIX 5-Pass., 112" W. B., 40 H. P.		SPECIAL-SIX 5-Pass., 119" W. B., 50 H. P.		BIG-SIX 7-Pass., 126" W. B., 60 H. P.	
Touring	$1395	Touring	$1895	Touring	$2425
Roadster (3-Pass.)	1375	Roadster (2-Pass.)	1865	Speedster (5-Pass.)	2550
Coupe-Road. (2-Pass.)	1775	Coupe (5-Pass.)	2775	Coupe (5-Pass.)	3475
Sedan	2225	Sedan	2950	Sedan	3750

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TO THE CONSUMER!
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WHITE LILY BISCUITS

A new line of high grade English style biscuits, original in design; made of purest materials by the same formulas and methods as used by Old Country experts; baked in the most modern English oven; equal to the best imported goods, and sold at half the price.

The new lines include Sea Pearl, Lily Cluster, Campus Creams, Marven Creams, Hydrox, Malto and Florida Fingers.

Buy Marven's White Lily Biscuits, fresh from the oven, and help to keep the wheels of industry turning in the Maritimes.

They Satisfy!
J.A. MARVEN Ltd.
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