Dr. Charles Camsell

A joint engineering commission has been appointed by the Canadian and United States governments to study the problem of conserving the beauty of Niagara Falls, Dr. Camsell, Deputy Minister of Mines, being the Canadian member. A notch in the centre of the Horseshoe Falls is wearing back at the rate of seven feet per year. .....

Norris Mentioned For Civil Service Commission

WINNIPEG, June 11, —Former Premier T. C. Norris, of Manitoba who was given the first refusal of the Lieut-Governorship of Manitoba, is to be appointed a member of the Civil Service Commission, and Col. Y. J. Reid, of Winnipeg, will be appointed Lieut.-Governor of this Province. Col. Reid is part owner of a departmental store, and former commander of the 79th Queens Own Highlanders. There are two vacancies on the Civil Service Commission, the result of the resignations of Commissioners Jamieson and Larochelle. Mr. Norris will fill one of these.

$3,000,000 Voted For Hudson Bay Railway

OTTAWA, June 11.—After discussion again occupying the major portion of the day's sitting, the House late last night passed a vote of $3,000,000 for the Hudson Bay Railway. The vote went without division. The purpose of the vote is to put into shape for operation the 332 miles of the road from Le Pas, Manitoba, to Kettle Rapids, on which steel has already been laid.

Immediately after the passing of the House Bay vote, the House without discussion passed two votes for the Welland Canal. One was $4,000,000 for construction, the other $145,250 for additional payment to the contractors.

OTTAWA, June 11.—The new million bushel government elevator at Halifax has cost $650,549 to date and has handled 870,616 bushels of grain. This was revealed in the House of Commons in answer to a question.

OTTAWA, June 11.—Hon. P. J. Cardin, Minister of Marine and Fisheries, gave notice in the House of Commons this afternoon that he would move the resolution of the order paper authorizing a loan to the harbor commissioners of Montreal not exceeding $12,000,000, tomorrow.

POIGNANT CONTRAST OF NEW AND OLD

Kiel Naval Base, Once Powerful Fortress, Has Now a Neglected and Dilapidated Appearance.

(Associated Press)

KIEL, Germany, June 11. —Nowhere would the Kaiser, were he to return to his country, find a more poignant contrast between the present and the past than in Kiel.

William II was the creator of this powerful naval fastness, with its huge docks and all the apparatus of shipbuilding and repair. He was the builder of the formidable fortifications defending the sea approaches. This was the scene of some of his great moments when as commander-in-chief of the fleet he steamed into the harbor as rounds of applause poured from dozens of guns.

Today the harbor looks empty. The forts are partly dismantled. The naval academy is closed. The castle in which Prince Henry, the Kaiser's brother, lived is an office building. The Yacht Club House, presented by the elder Krupp, is now a scientific institute. It was there the Kaiser, surrounded by his admirals and generals, made many an utterance that caused flutters in foreign chancelleries. Everywhere are suggestions of decay and neglect and change.

The Kaiser has not been here since that afternoon of June 28th, 1914, when he was occupied with arrangements respecting the regatta. An aide delivered a despatch saying that Archduke Franz Ferdinand and his wife had been assassinated at Sarajevo.

"Now, I must do everything over again," were the Emperor's first words. Flags were ordered half mast. He terminated the regatta, sent messages to Winston Churchill who was on an English boat in the harbor, to the Prince of Monaco on his yacht and to others invited to dinner that evening, composed a telegram to Franz Joseph, and took a special train for Berlin.

Prince Henry comes to Kiel occasionally but not often since he left it in a closed automobile flying a red flag when the revolution broke here in the early days of November, 1918. This manner of leaving is the subject of adverse gossip among the townspeople. They say also that his democratic manner which made him a popular personage has changed; that he is now distant, brusque, somewhat bitter in speech. The Prince lives on his estate Hemmelsmark near Eckenfoerde, not far from Kiel. The sailor-prince has become greatly interested in his farming and stock raising and shows his visitors fine cattle with as much pleasure as he formerly took in the equipment of his flagship.

The war appears to have placed the United States rather outside the prince's sympathies. An American yachtsman living in Hamburg, who is a member of the Hansa Yacht Club, after the treaty of peace between Germany and America was signed, flew the American flag above the Hansa pennant having first obtained a letter to assent from the Club's secretary. Prince Henry was displeased and some of the Club members questioned the propriety. The American explained that although the Club authorities had approved of the American flag, he would remove the Hansa pennant and hoist that of the Royal Danish Club of which he also was a member. That he did.

Representatives of American automobile companies, members of the Hamburg Automobile Club, were a little annoyed over the Prince's insistence in his speech at the opening of the new clubhouse, that good Germans should not buy foreign cars; that the money went out of the country and that German cars were all right..

The Prince at one time drove an American car.

However, the Prince is described as having the most agreeable recollections of his American experiences, of his cordial receptions, and of the successful political effect, as he believed, of his mission.

Lay Head of Church College

Mr G. J. Trueman, LL.D., President of Mount Allison University, Sackville, N.B., will make proposals of a far-reaching nature to the General council of the United Church now convening in Montreal, with regard to amalgamation of Maritime institutions of learning. He was formerly secretary of the Methodist board of education.

Dr. Endicott Elected Moderator

(Canadian Press)

MONTREAL, June 11.—Rev. Dr. James Endicott, a secretary of the Foreign Missions Board of the United Church of Canada with headquarters at Toronto, Ont., was this evening elected Moderator of the denomination at the opening session of the Second General Council held here this evening. There were no other nominations and the election was unanimous.

Supreme Court Judge Victim Of Accident

(Special to the Guardian.)

CAPETOWN, S. A. June 11 .—Among the fifteen or more persons killed in a railway derailment today at Salt River two miles east of Capetown, was Sir Malcolm Searle, Judge President of the Cape provincial division of the Supreme Court of South Africa. About forty or fifty persons were injured. The train broke in two and the rear cars crashed against the uprights of a bridge, their sides being ripped off.

Fire Sweeping Across Famous Race Track

(Canadian Press.)

NEW YORK, June 11. —Fire early tonight was sweeping across Belmont Park in Queens, one of the country's most famous race tracks. The Western Union Telegraph Company reported that their wires into the park had been disabled by the fire.

NEW YORK, June 10.—Fire in a cable box of the Western Union Telegraph Company at Belmont Park interrupted service from the race track today. It was reported at the time that the fire had gained headway in the grandstands of the famous racing park but Belmont Park officials denied that any damage had been done outside the telegraph box.

Strong Opposition To Rivers and Harbors Bill

(Special to the Guardian.)

WASHINGTON, June 11.—The Rivers and Harbors Bill authorizing several great navigation improvements in the United States today started through the Senate facing opposition from many sources.

Great Lakes interests, who claim the bill authorizes Chicago to divert waters of the Great Lakes to the alleged detriment of lake shipping will oppose the measure and delay, if possible, its consideration in the Senate.

Speech Emphasizes Closer Relations With Britain

(Special to the Guardian)

CAIRO, June 11.— The necessity of creating good feeling between Egypt and Great Britain in order to pave the way to complete independence of Egypt was emphasized in the Speech from the Throne read at the opening of Parliament today by the new Liberal Prime Minister Adly Yegpen Pasha. It was announced in the Speech that Egypt will apply for membership in the League of Nations.

Melba's Farewell Concert Draws Large Crowd

LONDON, June, 11.—Musical and aristocratic London paid Mme. Nellie Melba, now Dame Melba, as high a tribute as ever in the past was accorded any of the great operatic stars at her farewell performance in Covent Garden Wednesday night.

The prices of all the seats in the house were nearly trebled yet the house was packed from floor to ceiling. The King and Queen graced the Royal box and looked upon a brilliant gathering which included a great number of notables.

Manitoba Govt. Announces Surplus

(Canadian Press)

WINNIPEG, June 11.—A surplus of $600,000, the largest in the history of the Province with the exception of the year 1912 was announced today by Premier John Bracken of Manitoba, in a report covering provincial revenues and expenditures for the fiscal year ending April 30, 1926. at $950,000.

The large surplus will be applied toward paying off accumulated deficits of the past which now stand as a charge against the Province at $950,000.

Huge Mine Merger In United States

CHICAGO, June 11—It was learned here today that negotiations under the direction of a group of bankers are under way for a huge mine merger involving 43 coal mines in Illinois and Indiana. The names of the companies were not announced. It was stated that a new company with $5,000,000 capital would be organized and $17,000,000 bonds issued to finance the corporation.

Socialists Attack Pres. Hindenburg

(Canadian Press.)

BERLIN, June 11.—Bedlam broke loose in the Reichstag today when Chancellor Marx defended President Von Hindenburg against Socialist attacks for his recent pronouncement against confiscation of the former rulers' property.

Fist fighting threatened between the deputies of the Right and Left Parties. The Socialist criticism was voiced by former Chancellor Hermann Mueller who charged the President with violating the constitution in abandoning the non partisan attitude prescribed for the chief executive.

Propelled by three persons who ride tandem at the back and operate bicycle mechanism, a three wheeled vehicle that can carry an entire family has been designed by an Englishman.

All the cutting tools of a new woodworking machine can be mounted directly on the shaft of an electric motor, which is so suspended from an arm that it can be moved to any angle.

New Settlers Making Good

Excellent progress is being made under the British Family Settle West. At the top (left) is shown Prairie District of British Columbia with the work around the barn; home in the Cloverdale district of their cows; (below) a sturdy Bri couver with his attractive family. dred immigrants arrived in Canada settled on farms.

by the new Canadians brought out ment Scheme to help build up the a young couple in the Langley ia, the wife helping the husband top (right), a comfortable little B.C., with its proud owners and ton on the Amiens Farm near Van- During April and May several hun- under these scheme and are being

Germanys Cross-Country Stars to Compete in U. S.

BERLIN, June 11. —Germany which has already sent to America this year three of its greatest athletes in Hubert Houben, sprinter, Eric Rademacher, breastroke swimmer, and Gustav Froelich, backstroke champion, has approved a trip to the United States by her premier cross-country runner, Dr. Otto Pelzer.

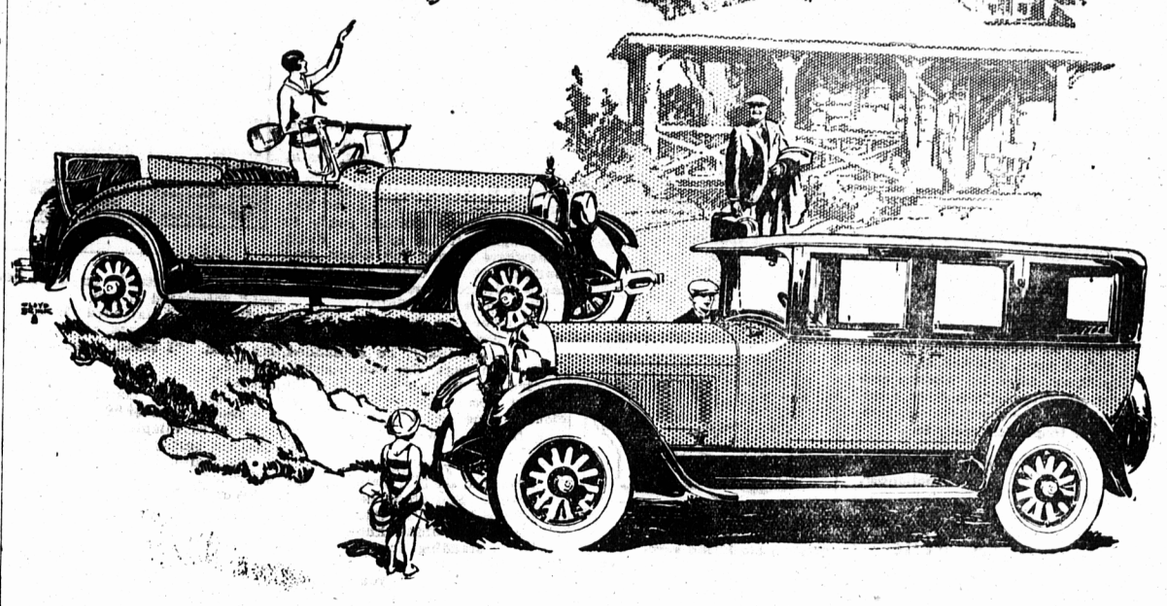
Peltzer, a doctor of philosophy who is not as old as his title might indicate, may be the last German athlete to invade the United States. Champions of the Fatherland who have made previous trips across the Atlantic have wanted to remain there, and athletic officials are beginning to doubt the wisdom of such invasions.

Giving good advice is all right—if we give it to ourselves.

These Two Stunning

STUDEBAKER BIG SIXES

for the price of any other single car of equal rated horsepower



As a result of Studebaker's One-Profit facilities the growing two-car need can now be met at a one-car price

BECAUSE of the enormous savings made possible by One-Profit manufacture — you can now buy *two* Studebaker Big Sixes for the price of any other car of equal rated horsepower—and with no sacrifice of the qualities that have always been associated with high price.

For only seven American cars equal the Big Six in rated horsepower, and they sell at two to four times its price.

Thus—at a price that would be impossible but for Studebaker's hundred million dollar facilities you can now enjoy two fine cars, each with these superiorities:

—the luxury of Big Six riding and driving ease

—the revelation of Big Six power

—the inherent fine quality that no car surpasses

—the stamina that makes 100,000-mile records possible

The Big Six Sport-Roadster

$2175 f. o. b. Walkerville — To equal it in rated horsepower, you must pay $2905 to $8355 more

Enthusiastic power—that laughs at loads and loves its work—sets the Big Six Roadster apart from all other cars in its price class. Swung low to the road and done in two tones of green-gray. Room for three in the wide front seat—two in the rumble seat beneath the rear deck.

Equipment on the Roadster includes windshield wings, boot for collapsible top, front bumper and rear bumperettes, motometer, spare tire, tube and cover. Upholstery is genuine leather—the seat back adjustable.

The Big Six Sedan

$2500 f. o. b. Walkerville — To equal it in rated horsepower, you must pay $2855 to $8155 more

It is a car built to hold five passengers in armchair comfort. Body is unusually roomy. Seats are luxuriously deep and restful — richly upholstered in genuine mohair, indicative of the fine quality body construction you cannot see.

Ride in it—feel the surge of power from the smooth, silent engine and you will know why the Big Six outsells all other cars of equal or greater rated horsepower.

All Big Sixes are equipped with snubbers, gasoline gauge on the dash, air cleaner, gas and oil filters, automatic windshield cleaner, rear-view mirror, cowl ventilator, stop light and coincidental lock to ignition and steering gear, controlled by the same key that locks door (closed models) and spare-tire carrier. Spark is automatically controlled by the speed of the engine. The spark lever is thus made obsolete and is replaced on the steering wheel by the safety lighting switch operating the two-beam headlights.

Power—at a One-Profit price

Studebaker Big Six has become the world's fastest-selling high-powered car because volume production on a One-Profit basis has enabled Studebaker to build quality into the Big Six—to a degree hitherto unapproached by any car selling at less than double its price.

But for Studebaker's famous One-Profit facilities—the price of the Big Six would be as high as its quality.

Studebaker's unique facilities

Few motor car "manufacturers" have foundries, forges, etc., to make their own engines—yet one-fifth of an automobile's cost is in the engine. Even fewer build their own bodies—yet one-third of the car's cost is in the body.

Studebaker builds all its own bodies, all engines, all clutches, gear sets, springs, differentials, steering gears, brakes, axles, gray-iron castings and drop forgings. Only Studebaker in the fine-car field enjoys such complete manufacturing facilities.

These facilities enable Studebaker to manufacture quality cars on a One-Profit basis—eliminating outside profits. The savings thus effected are passed on to Studebaker owners in the form of higher quality and lower price.

Always kept up-to-date

Direct manufacturing control enables Studebaker to keep cars constantly up-to-date. We add improvements regardless of the calendar—we do not save them up for spectacular annual anouncements which make cars artificially obsolete.

A. HORNE & CO., Charlottetown A. HORNE & CO., Summerside

STUDEBAKER

FAVORITE HYMNS AND THEIR WRITERS

By Rev. Archer Wallace

"Sweet The Moments, Rich in Blessing".

The author of this beautiful hymn, especially appropriate for Good Friday Services was Rev. James Oswald Allen. He was born at Gayle Yorkshire and began to study for the ministry of the Anglican Church but after one year at Cambridge University, he left and became an itinerant preacher. As is well-known, a good deal of religious controversy followed the great evangelical revival under Wesley and Whitefield and Allen, while a man of culture and unmistakeable piety, seems to have been a man of shifting opinions. He served for some time as a preacher of a sect known as the "Inghamites" and for them he wrote more than sixty hymns, which he published, together with some by his colleauges, in 1757. He called his book "A Collection of hymns for the use of those that seek, and those that have, redemption in the blood of Christ." Some time later he changed his views — for the third or fourth time—and built a church where he ministered to a congregation until his death in 1804.

About this time a clergyman of the Anglican Church, Rev. Walter Shirley, who was a relative of that very devout, if somewhat erratic lady, the Countess of Huntingdon, was assisting in every way he could the evangelical movement. Shirley was greatly interested in building up a hymnology which he considered expressed the views, as well as the religious emotions, of earnest Christians. With this end in view he carefully searched every possible source for a hymnal which the Countess of Huntingdom published in 1770. These hymns appeared with the caption, "The Collection of Hymns Sung in the Countess of Huntingdon's Chapel. In this collection appeared James Allen's hymn, "Sweet the Moments, Rich in Blessing."

There can be no doubt that Shirley greatly improved the hymn—so much so—that it is safe to say that he is almost as much its author as Allen himself. There was no thought whatever of plagiarism in Shirley's mind, for he never laid claim to having written the hymn, or indeed to have played any part in its composition, yet a comparison of the the hymn with the form in which it appears, reveals how much its universal popularity is due to Shirley's hand.

Rev. Mr. Shirley revised this hymn under circumstances which made him feel that every line expressed his own sentiments. His brother, the Earl of Ferrars, in a fit of rage had murdered an old servant. For this crime he was executed at Tyburn and the family disgrace drove Shirley broken-hearted to his little parish in Ireland. All of his deep humiliation continued to preach almost until seemed to find expression in the his last hour. The tune everywhere lines of his confessional hymn, associated with the hymn is "Scici- and through life it remained his ly," from an old Latin hymn-tune, favorite. He died in 1786, and he "O Sanctissima."

Do Ye Ken This Smile and Pipe ?

While appearing at Bradford, England, Sir Harry Lauder paid a visit to Silsden Reservoir near Keighley for a hours' fishing.