MR. JOHN A. MACDONALD, M. P. DISCUSSES MARITIME CLAIMS

Makes Strong Plea for Second Car Ferry and Better Railway Equipment for Prince Edward Island. Urges That Maritime Provincial Premiers and Members of House of Commons are in Better Position to Inform Government of Needs of Maritimes Than Any Royal Commission Which Will Only Delay Adjustment of Claims.

MR. J. A. MacDONALD, (Kings)

Mr Speaker, I would scarcely have taken part in this debate were it not for the fact that I represent a constituency in the province which, of all the provinces has perhaps suffered the most through the failure of Canada to carry out the terms of confederation and, as the resolution puts it, "to keep faith with the assurances and undertakings of the government and parliament of Canada. I do not intend to cover the ground of the resolution generally, but to refer briefly to some parts that apply particularly to the province of Prince Edward Island.

Prince Edward Island held out for better terms than those originally proposed in 1867, and having secured them entered Confederation in 1873. At that time the Island had been a self-governing colony for over one hundred years, and in the interval had made great progress. People from the Old Country settled there and hewed farms out of the wilderness and eventually became prosperous They developed a thriving trade and established industries suitable to their needs, such as cloth mills, knitting mills, boot and shoe factories and agricultural implement factories. In the thirty years before confederation the population doubled itself, the revenues were buoyant and sufficient in every way to meet the colony's expenditure.

Now, the last speaker (Mr. Brown) asked in what way the terms of confederation were not carried out. One of the terms under which Prince Edward Island entered the Dominion was:

Efficient steam service for the conveyance of mails and passengers to be established and maintained between the Island and the mainland, winter and summer, thus placing the Island in continuous communication with the Intercolonial railway and the railway system of the Dominion.

Now, Mr. Speaker, I would ask the hon. member: Does he know how faith was kept with Prince Edward Island with respect to that term of the union? We suffered for many years under the failure of Canada to carry out that part of the bargain. In 1900, under the Laurier government, the claims of Prince Edward Island for damages in that regard were recognized, and the government of that day granted an additional subsidy of $30,000 a year in settlement of all claims on that account up to 1900. That represented probably a capital sum of a million dollars at that time. But would any hon. member say that a million dollars would compensate for the hardships we suffered for twenty-seven long years by reason of that failure of Canada to carry out that term of the confederation pact?

But suppose we say we were adequately settled with up to 1900, I would point out to the House some of the things that happened later. In the winter of 1902-03 we were 35 days without steam connection of any kind with the mainland, and 33 days during which there was only a one-day or a half-trip service; in the winter of 1904-05 we were 54 days without any steamer communication with the mainland and were 19 days with only a one-day or half-trip service, while for 21 days we never received any mail from the mainland; in the winter of 1906-07 we were thirty-five days without any communication with the mainland. Yet we entered confederation on the distinct understanding with the dominion government that we would be furnished with an efficient steam service for the conveyance of mails and passengers continuously throughout the year between the Island and the mainland. I ask the hon. member: In the face of these facts does he think Prince Edward Island was fairly treated? Why, sir, under the conditions I have described between 1900 and the present time our trade has fallen off through the non- fulfillment of this particular term of the contract, and as a result many firms have gone into bankruptcy owing to losses incurred by destruction of perishable products through delay in transportation. These disastrous conditions have seriously injured our people, until today our former thriving industries are a mere memory and our population has dwindled from practically a hundred thousand people in 1873 to less than 90,000 today.

Now, this is one of the failures of Canada to implement its promise that we think should be dealt with. Whether the royal commission that has been appointed will deal with our grievances fully and fairly is something that I do not care to discuss. I do feel, however, that we should not be put off with a royal commission, that the facts can be fairly represented to the government by the members of this House and by the provincial governments of the three maritime provinces. The three premiers are now engaged in preparing the case of the maritimes for presentation to the federal government. I know that the premier of Prince Edward Island, in conjunction with the premiers of Nova Scotia and New Brunswick, has been working on the case for two years. I believe that those gentlemen and the members in the House representing the maritime provinces are in a far better position than any royal commission to present to the federal government our local needs and claims.

While our claims have much in common with those of the other two maritime provinces, we have a claim peculiar to the Island; I refer to our mainland connection, which is not yet satisfactory. Although in 1912 the Borden government made a start to implement this clause of the confederation agreement, even today our communication with the mainland is not entirely satisfactory, but I am ready to admit that it is much better than it used to be. I am not citing the action of the Borden government for political reasons, because I am quite ready to give the Laurier government credit for recognizing our claims in 1900, but the Borden government went a long way to improve conditions when they began to standardize our railway and provide a car ferry service. But what is the condition today? More than half of the Prince Edward Island railway is still narrow gauge, and hon. members, unless they have had the experience of handling traffic from a narrow gauge to a standard gauge line, cannot understand the hardships and inconvenience it entails. Not only that, but the car ferry service cannot carry anything like the quantity of freight that is offered. A few weeks ago there were two hundred cars of freight lying on the sidings between Moncton and Tormentine waiting for transportation, which was not available. Perishable products, such as potatoes, have been lying in Prince Edward Island all winter and could not be removed because there was not sufficient steamship transportation, which the Dominion government promised us. Our handicaps are chiefly transportation. When we entered confederation the claim held out was that we would be given the markets of Upper Canada, instead of the markets that we had developed to the south. The southern markets, of course, we came in touch with through water communication, but it was said that the Intercolonial would give us a much better market in Upper Canada, and we believed that. It did so, but the condition today is that while we have products we could sell in Upper Canada, and sell to advantage at the prices obtainable in Montreal, Toronto and other cities in Upper Canada, the transportation charges are so great that they eat up in some cases the greater part of the price we could obtain for our products before they ever reach the market. It would be a good market if we were in touch with it at a reasonable freight rate, such a freight rate as we were led to expect which we entered confederation.

We want additional transportation facilities today. There is a very strong agitation in Prince Edward Island for a second car ferry, for two reasons: First, the present car ferry is not able to perform all the service that is required there; it is not able to carry the amount of freight that is offered; second, because of the very great danger that exists today in the fact that if anything should happen to that car ferry, we should be isolated altogether. When we look back to the days when we had only ice boat communication, when a passenger leaving Prince Edward Island had to put a strap over his shoulder and assist in hauling the ice boat across, paying six dollars for the privilege, we view with alarm the

(Continued on page 9.)

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Radio Corpn. Wins Air Piracy Case

(Canadian Press)

CHICAGO, Ills., April 16.—The United States Government lost its first air piracy case today when Federal Judge James H. Wilkerson, found for the defendant, the Zenith Radio Corporation and its President, E. F. McDonald, Jr., who had been accused of violating the wireless act of 1912 by broadcasting on a wave length apportioned to two Canadian Station, one in the east and the other in the west.

CREWS THREATEN TO TIE UP SHIPPING

Unless Their Demand For Higher Wages and Shorter Hours is Settled.

TEN HOUR DAY

Principal Contention of Marine Workers —Raises Asked for Vary From $10 to $50 a Month.

(Canadian Press)

NEW YORK, April 16. — The crews of four hundred tugs conveying and towing ships in New York harbor went out on strike last night. The strike was ordered by the Associated Marine Workers until their demand for higher wages and shorter hours is settled.

Among the tugs tied up by the strike were said to be those towing liners for the Munson line, the Grace Steamship Line, and the Moran Towing Company.

The principal contention of the marine workers is for a ten hour day with pay for overtime, it was said, rather than the present working week arrangement of sixty to seventy hours.

The wage raises asked for vary from increases of 10 to 25 dollars a month in the pay of cooks to increases of fifty dollars a month in the pay of captains.

The Olympic is scheduled to sail at midnight for Southampton to be followed a few minutes later by the Pennland for Antwerp. Three large ships, Berengaria, Columbus and Conte Rosso are due today.

The strikers insist they will tie up all the shipping in the harbor, with the exception of the barges and other craft handled by railroad and government tugs. Shipping men, however, were convinced it would not stop shipping, though it might cause delays.

Spanish Aviators Reach India

(Canadian Press)

DELHI, India, April 16. — The Spanish aviators, Captains Goncalez, Calerza and Loriga, on their flight from Spain to the Philippines arrived at Agra today. Their flight from Karachi to Agra was 800 miles.

Advices from Cairo early this morning say that no trace as yet has been found of Captain Estevez and his mechanic of the Spanish squadron. The British authorities have promised to renew today the search for them on the Syrian front where they left their plane last Sunday.

Bachelor Members Argue Spinter's Invitation

LONDON, Eng., April 16.—There is a great agitation among the bachelor commoners as to whether the only unmarried woman member of the House, Miss Ellen Wilkinson, will be invited to the bachelor members' dinner on April 22. Some are opposed to any woman attending; others argue that a bachelor is an unmarried member of either sex. The only man who knows is Sir James Agg-Gardner, the famous chairman of the Kitchen Committee, who being eighty, says he is old enough to keep the secret until the official guest list is made public.

There are thirtyeight bachelor commoners, among them Sir Robert Sevenson Horne, former Chancellor of the Exchequer, who will be congratulated for returning from his recent American visit unmarried; Lord Hugh Cecil, and the most eligible and wealthiest of all parliamentary unmarried men, Sir Philip Sassoon. One of the toasts of the dinner will be "The Prince of Bachelors—the Prince of Wales."

Royal Courts on May 13th and 14th

(Canadian Press)

LONDON, April 16. —It is officially announced that the King and Queen will hold courts at Buckingham Palace on May 13th and 14th.

3,000 THROWN OUT OF WORK WHEN PLANT OF GEN. MOTORS CORPN. SUSPENDS OPERATIONS

On Account of Tariff Changes, Which Threaten Both Domestic and Export Trade, Entire Plant is Closed Indefinitely – Crisis Feared in Canadian Automobile Industry – Actual Premium on Imported Cars.

(Canadian Press)

TORONTO, Ont., April 16.—The plant of the General Motors Corporation at Oshawa, Ontario, suspended operations today, and three thousand employees were temporarily out of work. On arrival at the the factory they found the following notice displayed:

"On acount of tariff changes the entire plant is closed indefinitely until the company is able to arrive at an intelligent conclusion as to what future course may be considered advisable.

R. S. McLaughlin, President of the company, declined to make any comment.

Comment of other motor car manufacturers on the tariff changes, which they claim will result in a crisis in the Canadian motor car manufacturing industry, was withheld pending the outcome of the meeting which assembled at the Lumsden Building today, of members of the Atomotive Industries of Canada. T. A. Russell, President, was in the chair.

Mr. McLaughlin stated his staff had been working through the night on the matter. He would issue a statement later in the day. Heads of the corporation in conference today went over the situation.

The General Motors staff apparently had had previous intimation of the possibilities of changes in the tariff in the way of lowering the duties on motor cars. It is said that a week ago men in certain departments were informed that if these changes were made effective the factory would have to reduce the staff or close down entirely.

Protection Wiped Out In One Stroke

TORONTO, April 16.—"It is the unanimous view of these present that the Budget is disastrous to the industry and threatens both domestic and export trade. An analysis of the situation discloses the fact that the whole of the protection afforded to the automobile industry has been wiped out in one stroke, because the reduction of duties is greater than the margin that existed between the duties paid by the manufacturer on his material and that collected on the cars imported. The automotive industry finds itself today with the entire protection removed against the mass production of American factories and with an actual premium on imported cars."

The foregoing were the principal points of a statement handed out this afternoon after a lengthy discussion by directors of the Automotive accessory and tire makers of the country, following the Budget announcements of yesterday by Hon. J. A. Robb, Finance Minister of Canada.

The President, T. A. Russell of Toronto was in the chair.

Industry Menaced By Tariff Changes

TORONTO, Ont., April 16.—T. A. Russell, President of the Automotive Industries of Canada, gave out the following statement in Ottawa, according to a despatch to the Mail and Empire, on the changes announced in the Budget speech affecting motor cars and trucks.

"The changes are so staggering and the results so far reaching to the six hundred firms and their 22,000 employees producing materials and parts and complete cars and trucks, that it is impossible even for those industries to forecast the results at present. Those interested in the Canadian motor industry and allied industries will meet in Toronto on Friday. They will consider the tariff changes and their effect on their industries and will issue a statement."

J. D. Chaplin and A. D. Chaplin, members of the House respectively for Lincoln and Kent are heads of factories making parts for motor cars. They see in the new measure giving a 25 per cent drawback of duty on imported parts entering in to certain cars, a great menace to their industry and others like it.

Only those parts going into cars fifty per cent. of the cost of which is spent in Canada, get the benefit of this drawback. That would shut out all assembling plants they say and it would be better for them to import the finished cars than to assemble them here.

However there is nothing very definite in regard to this and those interested prefer to wait until they can carefully study the point before they commit themselves.

Labor Leader Comments

OTTAWA, April 16.—Tom Moore President of the Trades and Labor Congress, commenting on the Budget brought down in the House of Commons yesterday, said that the increased exemptions brought down to married and single persons were very satisfactory from a labor point of view and were in harmony with the request formally made by Labor in its recent memorial to the Premier and members of his cabinet.

Information is not available, he said, as to whether there is to be any increase in exemptions on account of children or other dependents. Labor would certainly expect that, he said, rather than decreased taxes for wealthy people.

"Any other reductions possible in taxation in our opinion" said Mr. Moore "would have been better if brought about by greater reduction or even total abolition of the sales tax, rather than by interference with protective duties. But the matter of tariff reductions needs detailed investigation before any opinion can be expressed on it" he said.

"It is satisfactory to know that the time has been reached when there is a possibility of reducing taxation but it is to be hoped it does not mean curtailment of expenditures in needed social legislation such as old age pensions or improvement in conditions for employees in the government service."

Tariff Changes Effective As From April 16th

OTTAWA, Ont., April 16.—Tariff changes provided in the Budget, including the reductions in duties on motor cars, go into effect today. The changes in the sales tax are also effective as from today and apply "to all goods imported or taken out of a warehouse for consumption on and after that date and to goods previously imported for which no entry for consumption was made before that date.

The change in the tax on playing cars from 8 and 15 cents to a straight ten cents a package goes into effect today.

The Budget provides that the income tax changes are applicable to income for the year 1925 and each year thereafter.

The provision limiting the British preferential tariff to goods when conveyed without transhipment to sea or river ports of Canada becomes effective on January 1, 1927.

OTTAWA, April 16.—The new tariff on automobiles becomes effective today. Under the terms of the budget resolution the new rates are applicable to all goods taken out of warehouse for consumption on and after today and to goods previously imported for which no entry for consumption was made before today.

There is no reference to stocks held by dealers in the resolution.

Hon. J. A. Robb, Minister of Finance, is out of the city today and officials of the department decline to make any statement in regard to the stocks in hand. The point will probably be raised during debate on the resolutions.

Will Carry on Until Stocks are Liquidated

TORONTO, Ont., April 16.—Canadian motor car manufacturers are not to close up their plants and factories, at least, not immediately; whatever they may do in this direction in the future.

The chiefs of the Canadian motor industry met in conference today, parted company with the understanding that they will go on doing business and endeavor to liquidate their stocks. It is likely that the General Motors Co., at Oshawa will re-open tomorrow morning. It was closed today and its 3,000 hands had an enforced holiday.

Just as the meeting of the executive of the automotive industry of Canada ended this afternoon a brief but interesting statement was issued by the President, T. A. Russell, of Toronto. It was to this effect:

"A check-up of the manufacturer's position shows him with the largest inventories and commitments that are accumulated at any time of the year. These have to be disposed of and the factories will continue their operations until such stocks and committments are liquidated, but many of them find that it will be imperative to begin transferring important parts of their operations from Canada and increase their imports, both of cars and materials from the United States." Mr. Russell had little to say in addition to this statement.

"Is there not a possibility of the Canadian manufacturers doing more of the car making in the Canadian plants?" He was asked.

"No, it works just the other way. The duties on materials are higher than on the cars themselves." More of the work would now be done across the line, and he repeated that on Monday, for the first time in five years, the Willy Overland plant at Toledo would begin to ship cars to western points instead of having them sent from the Toronto plant.

"But for the time being the car factories will carry on?" he was asked.

"There is nothing else to do," he said. "If they had looked over the calendar for the one day in the year that dealers had more stock on hand than any other time they could not have done better. We have to liquidate our stocks as far as we can. After that I would not be surprised if some of the plants were to close."

The income tax burdens of the Dominion in general and Toronto in particular will be substantially reduced by the great cut which the Minister of Finance proposes in the income reports. Toronto will probably save in this connection along $3,000,000.

No Reference to Children

MONTREAL, April 16.—It was regarded here as a puzzling feature in the Budget that there was no reference to the amount of exemptions for children. Officials declared they supposed this meant that the exemptions would remain as before, viz: $500 per child increase on the exemption amount of income.

New York Stages Prohibition Offensive

(Canadian Press)

NEW YORK, N. Y., April 16. —The largest prohibition offensive ever staged has resulted in the padlocking of 42 night clubs, cabarets, road houses, and cafes in the Metropolitan district. "Jolly Friars," one of Greenwich Village's most prominent "Bohemian" resorts, was among those closed.

CASE OF SCHR. W. C. KENNEDY BEFORE PROBE

Cancellation of Penalty Imposed on Liquor Schooner Criticised.

POLITICAL INFLUENCE

Mentioned by Hon. R. B. Bennett as Probable Reason of Schooner's Release

(Canadian Press)

OTTAWA, April 16.—Release of the Lunenburg Schooner W. C. Kennedy and her cargo was severely criticised in the Customs Probe this morning.

W. J. Blair, legal adviser to the Customs Department was told that as a lawyer he was not justified in recommending cancellation of the penalty imposed on the liquor schooner, much less the return of the cargo.

It was Hon. R. B. Bennett, who took the officials of the Department to task on the matter. "Political influence" was freely mentioned by him and Hon. H. H. Stevens as the probable reason why the Customs Department, a year after the seizure of the W. C. Kennedy had decided that the vessel was outside territorial waters when seized and that there was no proof that 18 cases of liquor transferred to a motor boat outside that limit, was smuggled into Canada.

Mr. Bennet said the file showed clearly that the Customs was convinced that the Kennedy's cargo of 994 cases was intended for Canadian shores and that the department must have known that in the owners of the cargo, it was dealing with "notorious bootleggers."

Mr. Blair steadily defended his report, submitted to the Minister of Customs in May, 1924, a year later than the seizure, and his recommendation that the cargo should be returned for lack of jurisdiction

The whole case hinged on a question of what was territorial waters and Mr. Bair said he was still trying to get a proper definition of the term.

Rev. J. J. MacDonald Lectures On European Trip

A large audience was present in the Agricultural Hall, Summerside last night when Rev. Father John J. MacDonald delivered his lecture on his European Trip. The Reverend lecturer was listened to with rapt attention and his hearers got a feast of knowledge of his observations in the British Isles, France and Italy, depicted in a most entertaining manner. The delight of the audience was evidenced by frequent bursts of hearty applause. The lecture has already been printed in the Guardian.

Hon. A. F. Arsenault elegantly presided.

A vote of thanks was moved in a concise but excellent speech by Dr. J. A. McPhee and magnificently seconded by Mr. J. E. Dalton and supported by His Worship Mayor Lidstone and T. D. Ramsay. There was also a musical programme consisting of a piano duet by Mrs. E. P. Foley and Mrs. Roy Silliphant and a vocal duet by Mrs. Roy Silliphant and Mr. A. Parker, etc., both of which were beautifully rendered.

A sale of candy was also held for the benefit of St.Mary's Academy.

$632,848 IN PENSIONS PAID RAIL EMPLOYES

Revealed in Nineteenth Annual Statement of Board Supervising I. C. R. and P. E. I. Lines Provident Fund; 102 Made Beneficiaries and 75 Die in Year.

MONCTON, April 16.—A total of $632,848.30 was paid out in pensions to employees coming under the provisions of the Provident Fund Act, according to the 19th annual financial statement being issued to employees today by the board supervising the Intercolonial and Prince Edward Island Railways Employees' Provident Fund. During the year 102 employees were placed on the fund and 75 who had been receiving allowances died.

Whereas there was a balance of $202,215.94 to the credit of the fund at the end of the year 1924, there is now no balance and during the 12 months' period the payments exceeded the contributions of the employees and the usual contribution by the Canadian government by that sum plus $72,251.44 paid out for the deficit and $43,505.80 which has been contributed annually to provide for the increased retiring allowance paid to those getting minimum pensions.

One of the features is the increase in the average pension paid to retired employees. In 1907-08 it was $25.49. Last year it came within 11 cents of being double that, $50.87. In all the payments made under the provisions of the act total more than $5,000,000 varying from $24,913.04 in 1907-08 to the total paid out last year, which was the highest.

Starting out with the intention of having the government pay dollar for dollar, up to a total of $100,000, which was deemed sufficient, the government contributed $82,707.74 the first year the act was in force, but by 1914-15 the contributions of the employees far exceeded the $100,000 mark and they kept going higher until 1921, when they paid into the fun $322,646.40. This has gradually fallen off with the decrease in the number of employees since that peak period until last year when they contributed $255,084.50. This compares with $172,251.44 plus the special minimum of $43,505.80 paid in by the federal department.

Members of Board

The Provident Fund Board which administered the fund last year consisted of W. U. Appleton, general manager Atlantic region, C.N.R., chairman; H. H. Melanson, general passenger traffic manager, C.N.R., Montreal; A. T. Weldon, traffic manager, Atlantic region, C.N.R., appointed by the Minister of Railways; B. A. Bourgeois, treasurer, Atlantic region, and J. C. Graves, travelling auditor, C.N.R., elected by the employees. This year's board has the same membership, with the exception of J. C. Graves, who was defeated in the elections held at the first of the year by Daniel A. Sullivan, conductor, of this city.

Labor M. P.'s Banished For Two Weeks

(Canadian Press)

LONDON, April 16. — The thirteen Labor members of the House of Commons who were suspended at the all night session of the House of Commons Wednesday night by a vote of 163 to 76, on motion of Neville Chamberlain, Minister of Health, for "wilfully obstructing business," must remain away for two weeks, under the latest parliamentary rules, and if any one of them is found within the precincts of the House before the suspension expires, he will be liable to summary removal.

Lava Flows Blot Forest From Landscape

(Canadian Press)

HILO, T. H., April 16. —Two lava flows from somewhere near the summit of Mauna Loa were headed southward toward the sea today, one flow being a thousand feet wide and ten feet deep and the other 300 to 500 feet wide and 8 feet deep.

Homesteaders near the coast in the path of the moving lava have begun to vacate their places. The lava already has blotted a great forest from the landscape.

Quebec Sugar Season Well Under Way

(Canadian Press)

SHERBROOKE, Que., April 16. —After somewhat of a belated start the 1926 sugar season is now well under way, and camps throughout the eastern townships are the scenes of considerable activity. More so than last season, for owing to the delay of the sap flow as a result of seemingly inexhaustible diversions furnished by the weather man, the farmers have only a limited time left in which to harvest their crop.

TORONTO, April 17.—Maritime, strong winds with sleet or rain.

Maximum and minimum temperatures:

Toronto, cloudy	38—32
Montreal, snow	26—24
Quebec, snow	28—16
Charlottetown, fair	38—22
Halifax, clear	42—24
Boston, cloudy	46—28
St. John, fair	38—20
New York, clear	44—32

High tide this afternoon at 1.46, and tomorrow morning at 3.18.

Sun sets this evening at 6.51 and rises tomorrow morning at 5.08.

First quarter moon Monday, April 19th, 6.59 p. m.

Summerside tide eighteen minutes later than Charlottetown.

Dirigible Norge Arrives in Russia

(Canadian Press)

LENINGRAD, April 16. — The Amundsen - Ellsworth dirigible Norge arrived at Trotsk, a suburb of Leningrad, last night after a flight begun at Oslo yesterday morning.

Mussolini's Outbursts Cause Worry in France

PARIS, April 16.—Premier Mussolini's outbursts in Tripoli are causing some worry in certain quarters here. Without wishing to take his grandiloquent phrases too seriously, French politicians insist the Italian dictator's Napoleonic gestures might well inflame the patriotism of an excitable people like the Italians with disastrous consequences to the peace of Europe. It would be a grave mistake therefore to pay no attention to his utterances or acts.

What the members of the French Cartel Des Gauches majority think is expressed by Le Quotidien in an editorial:—

"Musolini knows he can only maintain his dominion by keeping national feeling at fever heat by grandiloquent phrases and the gestures of a gladiator. Therein lies the danger.

"What are the limits of the delirium of a people cleverly doped by intoxicating enthusiasm and patriotism? Tunisia is not far from Tripoli. The Duce's lieutenants claim Corsica. What will they not claim if the Roman Empire be reconstituted as it was in the days of Ceasar?

"France is not the only nation menaced. The hegemony which the dictator, drunk with success, intends to establish over the Mediterranean affects all the powers whose coasts are washed by that great Italian lake. Moreover, Italy is a member of the League of Nations. How can the Locarno and Geneva policy be reconciled with the enterprises of this unbridled maniac? We need not take these Lybian performances tragically, but let us beware of the madness that might seize the entire Italian people, blinded by their glitter."

Marriage License Returned Unused

RICHMOND, Va., April 16.—A marriage license has been returned unused by a man who refusd to "promise and covenant" and insisted on saying only "I will do the best I can."

Announcements, Coming Events, Meetings, Etc.

**Reserve Tuesday, May 4th for Trinity C. G. I. T. demonstration.

**Do not forget the Y. M. C. A. concert tonight. 8790

**Y. M. C. A. are featuring boxing, drills, old time musicals, and other excellent specialties tonight. 8790

**Home cooking sale at Affleck & Proud's this afternoon. 8782

**Tremendous exciting show at Hunter River Monday night. 8750-4-16M2i.

**Badminton Tournament and Tea St. Peter's Hall on Saturday, April 17th, from 3 to 6 p. m. Admission 25c. 8725-4-16-3i

**Play at North Wiltshire, Monday night April 19th, Grandfather's Adventures. Admission 35 cents. 8767-4-17,2i