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G. F. Hutcheson

**BODIES ARE RECOVERED**

(C.P. By Guardian's Special Wire)

JUDIQUE, N. S., Oct. 6.—Close to the spot where a battered lifeboat was shore carrying seven survivors of the Hurry On disaster, the bodies of two of her five victims were found today.  
On the night of September 26, the Hurry On, battered to helplessness by a terrific Atlantic gale, went down 35 miles from here and four men died from exposure and another was drowned as the lifeboat capsized several times in mountainous seas.  
The bodies found today were identified as those of 60 year old Captain A. H. Gardner, Bailey, Yorkshire, England, and third engineer J. F. MacAulay of River Dennis, N. S., 23 year old engineering graduate of Mount Allison University last spring.  
Only the body of Fraser MacLean of Pictou Landing, N. S., had come ashore in the lifeboat with the survivors. The others had been swept overboard by giant combers. Two of them, Alex Wait, 18 Victoria, B. C., donkeyman, and first mate Alex MacKenzie of North Sydney, N. S., who was drowned, have not been seen since.

Considering the quality of some people's voices, humming is a k. —If they hum very low.

BENNETT will win.

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**Erin's Senate Sees It's End Early in 1936**

DUBLIN, Oct. 7.—(C.P.)—The Irish Free State Senate is facing the prospect of its approaching doom. Sixty senators are involved in the impending dissolution.  
On November 24 next, under Article 38A of what is left of the Free State Constitution, the Senate's death warrant in the form of an amendment will have passed through the period of 18 months prescribed for measures on which both houses of the Oireachtas fall to agree. At any time after this date, it will be open to the Dail to send the Abolition Bill once again to the Senate.

If the Senate accepts the idea of its own abolition, the bill can become law immediately. If it refuses, a further period of 60 days must be allowed to elapse and then the bill is deemed to have passed both houses, requiring only the signature of the representative of the Crown, to give it the force of law.  
Making allowance for the normal Parliamentary delays, it will be seen that it may be possible for the Government to have the Senate out of the way by February next. What then? President de Valera has given no clear indication of his program when the Senate is abolished but it is generally accepted he will provide in the re-written Constitution for an Advisory Second Chamber.

There is a ray of hope in this for the supporters of the government in the present Senate who are none too enthusiastic about the Abolition Bill though the loyalists voted 117 to 11. After all, they say, Mr. de Valera's pledge was only to abolish the Senate "as at present constituted."

Following the last triennial elections, the de Valera group found itself running neck and neck with the opposition. As the opposition Senators are legarthic in their attendance, the government has been able to command a practical majority.

Ostensibly, the reason for the introduction of the Bill to abolish the Senate was that it refused to pass the Bill to ban political uniforms, a measure aimed at General O'Duffy's Blueshirt movement. Meanwhile the Blueshirt movement's split from top to bottom, General O'Duffy now leads a fragment under the name of the National Corporative party. The rest of the movement owes fealty to Commandant Cronin and Cosgrave's United Irishmen Party. To ban the Blueshirts now would give a new lease of life to the movement.

**King Receives Quebec Archbishop**

LONDON, Oct. 7.—(C.P. Cable)—Rodrigue Cardinal Villeneuve was received in audience yesterday by the King at Buckingham Palace. Cardinal Villeneuve has been Archbishop of Quebec since 1930.

**Egg Laying Contest**

Weekly report of the Prince Edward Island egg laying contest for the week ending October 4, 1935:  
Year 17—No. of week 48.

Pen	Owner's Name	Pts.
1	Exp. St'n, Ch'town	1980.8
2	Mrs. Roland Easter, New Wiltshire	1893.2
3	Mrs. J. H. MacPhail, New Haven	1821.4
4	S. R. Pendleton, Kensington	1748.3
5	Mrs. J. D. MacFarlane, De Sable	1845.4
6	Wm. R. Brown, Wood Islands	2206.5
7	Exp. St'n, Ch'town	1704.6

Total ..... 13203.2  
Weekly production 34.8 per cent.  
Leading hens to date:

Pen	Hens	Eggs	Points
7	2	251	288.5
2	7	230	268.0
4	3	257	262.7
6	9	216	256.2
6	5	234	250.5

F. A. Driscoll, Manager of Contest; J. A. Clark, Superintendent.

**LADY FANE SCHOOL**

Report of Lady Fane School for the month of September:  
Grade 7—1. Audrey Gamble, 2. George Oakes, 3. Cecil Oakes.  
Grade 6—1. Elsie Francis, 2. Doris Oakes.  
Grade 5—1. Denton Francis, 2. Muriel Francis, 3. John Francis.  
Grade 4—1. Everett Gamble, 2. Leith Francis.  
Grade 3—1. Gladys Gamble.  
Highest average for the month, 84 per cent.—Everett Gamble.  
—Teacher, Grace Deacon.

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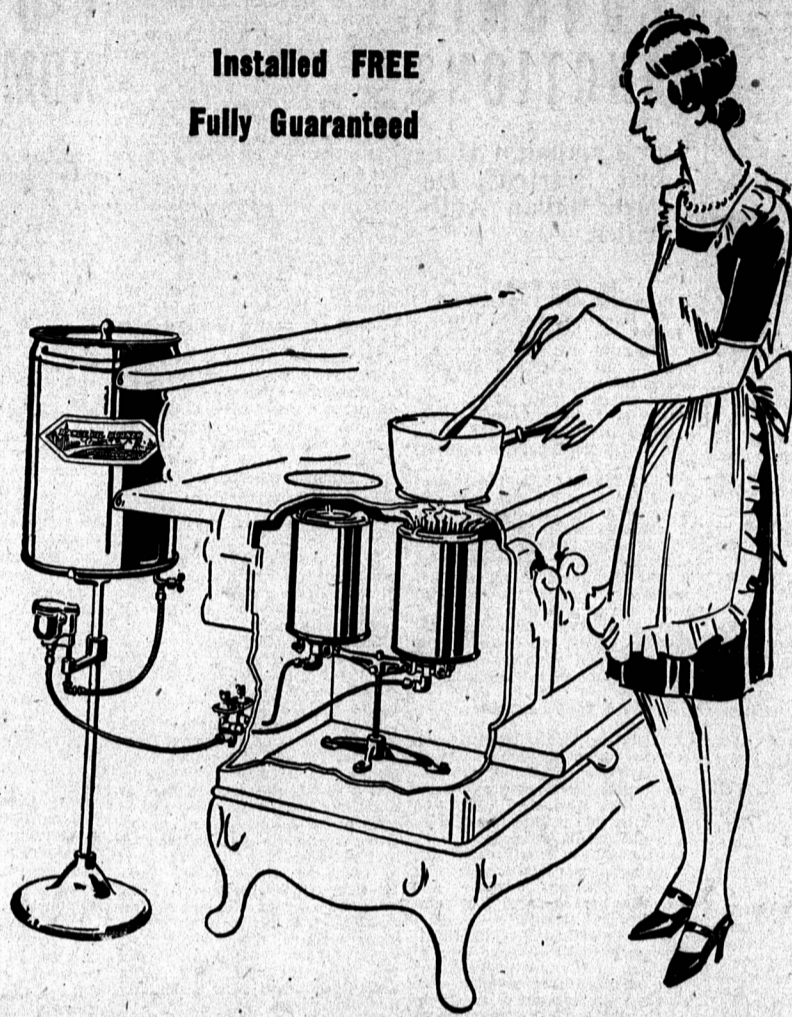
And if you are willing to go back to cutting kindling, lugging coal and dirty ashes, then we will take it out, and no questions asked. This free trial offer is based on the fact that already there are over 150 satisfied users of the Holman-Alasco Burner in this city alone, and thousands in nearly every other city on the continent. Oil is as far ahead of coal as the motor car is ahead of the horse, yet for ordinary cooking purposes, OIL HAS PROVEN TO BE CHEAPER THAN COAL! We challenge you to try it once!

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Just turn on the oil and light the burner. It's as easy to regulate your fire as to control the water from a tap. A touch of the finger and INSTANTLY your oven is either piping hot, low or medium—but always an even heat—that's why you bake better with a HOLMAN-ALASCO oil-burner.

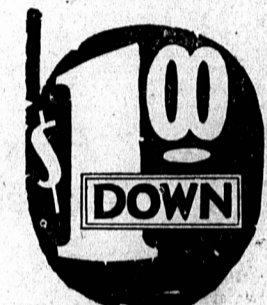
Stove oil is not explosive and is approved by board of Fire Underwriters.

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- Instant, Steady, Controlled Heat
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- Even Oven Heat for Delicious Baking
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- No more carrying of Coal or Ashes;
- No more Kindling to cut;
- No Fires to build.



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**SEE OUR DEMONSTRATOR ON OFFICE FLOOR**

**France Guarding Ethiopia's Port With Few Troops**

PARIS, Oct. 6.—(A.P.)—Ethiopia's gateway to the rest of the world, French Somaliland, is under guard of an estimated 2,500 troops as the armies of Benito Mussolini and Haile Selassie prepare for war.  
A handful of hard-bitten French officers command the forces made up of black Senegalese riflemen and native camel cavalry, plus some white colonial infantry recently sent from France. The equipment includes 10 aeroplanes, six of which are new arrivals, and a few armoured cars with machine guns.  
The troops are expected to keep the railroad from Djibouti, to Addis Ababa open and to defend French territory against incursions by either Ethiopian or Eritrean warriors.  
Djibouti, where the desert sands run into the Red Sea, is doubly important to the French. Not only is it the terminus of the French-owned railroad to Haile Selassie's capital, but it also is a supply point for French ships en route to India-China and to Madagascar.  
Without Ethiopia's traffic, French Somaliland would be more desolate than it is. It produces little except mimosa bushes and its natives lack the fruits of agriculture, live on milk and meat.  
Somaliland's 8,800 square miles has a population of only 68,965, acres and its only hamlet is inhabit-

ed by fishermen. Cheikh-Said was bought from an Arab sheik by Marseille merchants in 1868 and turned over to the French government.

Aside from the troops, French Somaliland has a brigade of gendarmes at Djibouti and several hundred rural native police, who guard the railroad and the Ethiopian frontier.

Somaliland's dependence on Ethiopia has been great. The natives—Somali, Danakil and Arab—get their grain from Ethiopia, where also the 680 Europeans, all of whom live in Djibouti, obtain vegetables to supplement their own meagre cultivations.

Somaliland also depends on Ethiopia for its poultry and eggs, while it sells to Ethiopia dried fish and much of the salt which is the colony's principal export—amounting to 20,000 tons a year, mined from the shores of salt lakes.

Since Somaliland is so devoid of products, all but three per cent of its foreign trade represents exports and imports for Ethiopia. This trade represents \$37,000,000 a year.

Coffee, ivory, hides and skins from Ethiopia arrive at Djibouti by rail for export, while ships bring cloth from Japan, rice from the British and Dutch Indies, coal and sugar, for the land of Haile Selassie.

Djibouti, capital and railroad of 11,400 inhabitants, profits most from this trade. In its excellent, protected harbor, more than 500 ships drop anchor each year. Half of them fly the French flag.

Across the Bab-el-Mandeb strait in the Red Sea, France also owns Cheikh-Said, the southeast tip of Arabia. It measures only 415,126 acres and its only hamlet is inhabit-

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**N.B. Opposition Leader Injured**

(C.P. By Guardian's Special Wire) WOODSTOCK, N. B., Oct. 6.—F. C. Squires, Woodstock, opposition leader in the New Brunswick legislature, was under treatment tonight for head cuts and a possible broken shoulder as a result of an automobile accident at Burton last night when he was motoring from Fredericton to address a Conservative meeting at Gagetown.

Mrs. Jacob Estey suffered two fractured ribs, Mrs. Florence Boulden an injured shoulder and Clarence Gouley head and hand cuts. Three children and the driver, Harry W. McAllister, escaped with bruises and a shaking up. The car swerved and overturned when a cow suddenly stepped to the road. The eight occupants were cared for at nearby homes until taken to their own residences.

Mrs. Mary J. Hanson of this city for whom the girl now works as a domestic, said Miss Hartland carries no scars on her face other than a few Pock marks. Her statement followed one from Duncan Robertson, Halifax boilermaker, who, upon viewing a baby picture of the girl declared:

"It certainly looks like my daughter," and added his daughter had suffered a cut across one side of her face and he believed she would carry a scar yet.

Previously, hopes of Arthur W. Moody of Halifax were dropped when he saw the photograph and observed: "No, this isn't my Ruth."

MRS. J. C. HUTCHISON  
DIES IN B. C. TOWN

Friends and relatives in Saint John were shocked to receive news Friday of the sudden death of Mrs. Annie Hutchison, widow of James C. Hutchison, formerly of this city which occurred on Thursday in Chilliwack, B. C. Only a few days previously health had been received

from Mrs. Hutchison and, though she had not been in the best of health, she had appeared to be able to be about as usual.

Mrs. Hutchison was a daughter of the late Mr. and Mrs. George Enman, former residents of Prince Edward Island, and had resided in Saint John for several years before going West to live some 24 years. She is survived by two sons, Jack and James, in British Columbia, and three daughters, Mrs. H. C. Brown, of Saint John, Mrs. W. J. Pollis of New Westminster, B. C., and Miss William Hutchison in British Columbia. She also leaves two sisters, Mrs. T. Orell of Saint John and Mrs. John Bryant in Prince Edward Island, and one brother, William Enman of Saint John.

The funeral will take place in Chilliwack.—Saint John Telegraph Journal.

ITALY HAS HUGE WHEAT RESERVES

NEW YORK, Oct. 7.—The commercial attache of the Italian Embassy announced today that Italy is assured of the largest wheat crop in its history because of the 1935 record crop and payment of Hungarian trade liabilities in grain. It was stated that the wheat crop was 282,893,900 bushels an average production of 23 bushels to the acre, and that some 8,000,000 bushels of grain have been accepted for shipment by Italy in partial settlement of Hungary's outstanding trade liabilities.

The 15 mines formerly working under U. M. W. of A. agreements now have signed and two additional mines have agreed to cooperate with the miners' organization on similar status, bringing 13 Drumheller Valley mines, employing 1,200 men under U. M. W. of A. contracts.

Many a man has been considered brave because he was afraid to run away.

**Drumheller Miners Come to Terms**

(C.P. By Guardian's Special Wire) DRUMHELLER, Alta., Oct. 7.—Negotiations between mine operators of Drumheller Valley and officials of the United Mine Workers of America were completed tonight with the signing of agreements by the Rosedale Coal Co. Ltd. of Rosedale and the Star Coal Company's Mine at Acrialm.

The two miners, last of 12 to agree to give miners a five per cent wage increase as recommended by a conciliation board report, will resume operations to mark the end of the wage trouble between Valley operators and miners.

Three hundred miners who went out on strike when the Rosedale and Star mine managements refused to sign the U. M. W. of A. agreement for increased wages will return to work.

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Many a man has been considered brave because he was afraid to run away.

—BY GEORGE MCMANUS

**BRINGING UP FATHER**

