

# RED ROSE TEA

"is good tea"

The juicy, flavory leaves of the ORANGE PEKOE QUALITY are hardly ten days old when plucked.

## THE CENTRAL GUARDIAN

## Poincare Stands

(Continued From Page 1)

The German constitution against the Germans, nor even the unity of the Reich; and the initiatives taken by the German states do not excuse the Allies from observing toward one another the Treaty they signed," he declared.

The French and foreigners visiting the Ruhr, said M. Poincare, have been astounded by the colossal expenditure for German construction in the Ruhr—factories, country houses for the wealthy and workers' homes. The German state had been running itself, but allowing its citizens particularly the great industrialists, to enrich themselves without serious effort to make them pay an equitable contribution toward national resurrection.

"Yet," continued M. Poincare, "it is after this self-willed bankruptcy that we have been invited from several quarters to revise the German debt, just as if that debt had not been definitely fixed by application of the Treaty, and as if it depended on the constitutionality of the French Government to reshape the diplomatic convention accepted by both its chambers. We, therefore, have had to take out precautions that none of us seek to despoil us of our pledges before the total payment, and that in the interim investigation to which the Reparation Commission proceeds with a view to estimating Germany's present capacity, there should be no reconsideration by some indirect way of the settled amount of the debt."

"We have been firm in disspating beforehand any ambiguity or these points in the interests of our relations with our Allies and associates. In accepting the principle of this expert inquiry we had given them with all our heart, evidence of friendship; but we were naturally decided to keep ourselves within the framework of the treaty before, during and after the work of the experts.

"Even in estimating the present capacity it will be desirable that the experts search with the utmost care the real conditions under the rags of misery with which the Reich seeks to cover itself.

"It is evident that before making regular payments Germany will have to reform her finances, establish a healthy money and put herself in a state to contract foreign loans. But would you like to hear in simple detail how her external commerce progresses each day?"

M. Poincare said the statistics of the Suez Canal showed that during past months German navigation had left French navigation far behind it. He then turned to the question of security, repeating as he does in all his Sunday speeches: "We can no longer abandon our security than our reparations. The Treaty has reduced the time for the occupation of the Rhine to far less time than will be required for liberation from debt. In return for this reduction we were promised acts of guarantees. Nothing as yet has reduced those still born pacts. Whatever political organization is adopted in the future by the German populations we shall be ever on the watch to render fresh aggressions impossible.

"We shall never tire repeating that we have no thought of appropriating, directly or indirectly, any territory, and that we intend fully to respect the liberty of the inhabitant ants. But when I hear it said in certain friendly quarters that if certain groups of the populations proclaim independence a revision of the Treaty of Versailles must follow, I cannot follow such reasoning."

SHOP from Holman's Catalog.

LEAGUE OF THE CROSS Whist tonight at 8.15 sharp.

WEDDING TODAY.—The marriage of Miss Helen Stuart, to Mr. Reagh Tinney will take place this morning at 5.45 at the residence of Miss Kennedy, Euston Street.

WILL ADDRESS C. W. L.—Hon. Mr. Justice Arsenault, will deliver an address before the Catholic Women's League this evening at Rosary Hall. The ladies of the parish are cordially invited.

2ND HEAVIES ATTENTION!—All members of the 2nd Heavy Overseas Battery are requested to meet in the G. W. V. A. rooms to-night (Tuesday) at 7.30 sharp. Important.

MEETING AT NEW GLASGOW.—Mr. Robinson, who represents the Bible Society, will address a meeting in the Presbyterian Church at New Glasgow, Tuesday evening, November 6th at 7.30 p. m.

BRIDAL SHOWER.—A miscellaneous shower was held at the Casino Friday night for Miss Helen Stuart who is soon going to be one of the principals in an interesting event. A large number of guests were present and a very enjoyable evening was spent by all. Delightful refreshments were served by the ladies and dancing was indulged in until 12.30. The Casino orchestra supplied splendid music assisted by Miss Louise Arsenault. The chaperone for the evening was Mrs. Walter Smith.

Children Forge Ahead Under New School System

(United Press)

WINNETKA, Ill., Nov. 5.—Pupils don't "fall" any more in the public schools of Winnetka. It is not that these school children are different, but because the Winnetka Board of Education has "thrown off the shackles of the old class lock-step system" and has provided every child with individual instruction, according to Carleton W. Washburne, superintendent of schools.

Reputed to be the "first complete example of individual instruction in public schools," Winnetka's experiment already has gained wide attention. "Last year alone," Mr. Washburne said, "the Winnetka schools were visited by hundreds of visitors from all parts of the United States and from Australia, New Zealand, Japan, Sweden, England and Belgium.

"This widespread interest," the superintendent continued, "shows a general awakening to the evils of class lock-step and to the need for individual instruction. For four years we have been working out the technique of individual instruction in the public schools of Winnetka. While our work is still crude in many ways, we have demonstrated beyond question that it is possible for a public school system to give individual instruction and individual promotions without changing the size of classes and increasing the number of teachers.

"The general value of individual instruction already has been demonstrated by Burk at the San Francisco State Teachers' College, Sutherland of the Los Angeles Public Schools, by Hoy in Iowa, and by Curtis in Detroit. Jessie MacKinder in London has shown the possibility of putting individual instruction in large city-school classes, even with five and six-year old children.

"All of these experiments have shown that individual instruction eliminates failures and grade repetition, that it stimulates children's interest in school, that it strengthens their initiative, sense of responsibility and self-expressive activities more than is possible under the old class lock-step system."

The Winnetka Public Schools are operated upon an individual system which permits each child to progress at his own natural rate, not forced too rapidly by those who are quicker, nor held back by those who are slower. Promotion is by subjects. A child may be promoted in reading at one time, for instance, and in arithmetic at quite another. Promotion does not necessarily involve a change of rooms. Pupils in the same room may be taught two or even three grades of work.

Admiral Beatty Asks to Be Relieved of Post

(Canadian Press)

LONDON, Nov. 5.—Admiral Beatty has been asked to be relieved of his post as First Lord of the Admiralty at an early date and may quit within a few weeks.

Rioting at Police Strike in Melbourne

(Canadian Press)

MELBOURNE, Nov. 5.—The cabinet at a special session yesterday issued an order to all fit men of military age to enrol as special constables in consequence of the rioting during which two persons were killed and one hundred and fifty injured on Saturday. It is estimated that the damage will aggregate one hundred thousand pounds. Fifty-five persons were arrested during the disorders. The suburban train service has been cancelled. It is the intention to raise five thousand special constables and refuse to reinstate any of the striking policemen.

Deaths

HUGHES.—At the City Hospital Oct. 25, 1923, to Mr. and Mrs. Wm G. Hughes a son.

WARN.—At Kellogg, Idaho, Oct. 12, to Arthur M. and Mrs. Warn (nee Sadie L. Bell, Milton) a daughter, Thelma Katherine.

McLEOD.—At Mt. Hope, Tuesday, Oct. 23, Mrs. Alexander McLeod. Funeral was held Friday, Oct. 26, the pastor Rev. W. Edward Atken, officiating.

COOKE.—At York, November 3rd, Gertrude J. H. Currie, wife of W. H. Pope Cook, leaving two sons John Campbell and William Donald, also her mother, Mrs. J. H. Gates and one sister Mrs. J. M. Campbell of Charlottetown.

BENOIT.—In this city November 5, Peter C. Benoit, aged 53 years. Funeral Wednesday morning at 8.45 from his late residence 54 Queen St. to St. Dunstan's Cathedral thence to R. C. Cemetery.

DOUGHERTY.—In this city, Nov. 4, Michael Dougherty, aged 87 years. Funeral took place Monday afternoon from M. Hennessey's funeral parlors to depot thence by rail to fona for interment.

CHILDREN AND SOCIETY ANNUAL MEETING.—The Annual Meeting of the Children's Aid Society of Charlottetown, and of all citizens interested in the welfare of children, will be held in the City Council Chambers in the evening of Monday the 19th November at 8 o'clock. By order, W. J. P. McMillan, President.

Personals

Miss Hazel Kennedy, Bradaban, and Miss Rose Dickleson, New Glasgow, are in town, the guests of Mrs. George Dickleson, Euston St.

Miss Bessie Beer, lady superintendent of the P. E. I. Hospital, has resigned her position and will leave on December 1st to enjoy a much needed rest.

EUROPEAN AFFAIRS WILL FIGURE IN U. S. ELECTION SAYS EX-ENVOY

BUCHAREST, Nov. 5.—Charles J. Vopicka, former United States Minister to Roumania, who is regarded here as an authority on international affairs, while on a visit to Bucharest was interviewed by the financial weekly Bursa.

When asked his opinion about the present economic situation in Roumania and the measures necessary for improving exchange, Mr. Vopicka is reported to have said: "If you want to better your money and gain the confidence of financiers abroad, some way should be found to make the peasants pay their taxes. One of the main reasons why Czech exchange is so high is because the people are meeting their obligations to the state." Mr. Vopicka added that he is making a careful study of European conditions at this time for use in next year's presidential campaign in the United States and gave it as his opinion that European affairs are destined to play a prominent part in the coming election.

Greek Party Is Against Scheme

(Canadian Press)

ATHENS, Nov. 5.—The Venizelist party has decided against the suggested change in the constitution, according to a semi-official statement, which says that the party after discussion rejected "a proposal for the immediate amendment of the constitution by military force and for taking a plebiscite before the election."

The party holds that the only course that can be adopted is to discuss the subject at the next National Assembly, which can decide whether to take a referendum respecting the best form of Government for Greece.

German Shipping Suffers From Financial Collapse

(United Press)

HAMBURG, Nov. 5.—Germany's ship-building activity was short-lived. The terms of the Versailles Treaty, which deprived Germany of all her large commercial ships, brought many shipyards into existence and started a general construction boom. But the collapse of the mark, with consequent difficulties between labor and employers, and the troubles builders found in financing purchases of raw materials, called a sudden halt.

Germany had to give up to its former enemies all of its ships larger than 1,600 tons, and half of its ships with a tonnage between 1,600 and 1,000. Only ships suitable for coastwise shipping remained. Roughly a total of 4,000,000 tons of German shipping was turned over. As there had been a heavy loss of German ships in the war, there were only 600,000 tons left after the terms of the Versailles Treaty were executed.

New ships were built, and Germans bought ships back from their former enemies until the German merchant fleet now has 2,600,000 tons of bottoms, which is less than half the pre-war size, and less than 5 percent of the merchant shipping of the world.

The government gave large sums to encourage ship-building, supplying two-thirds of the cost. But German money fell in value so rapidly that government appropriations depreciated before construction was completed on many of the ships. Iron and coal prices in Germany rose higher than world prices and the general depression of world trade caused many ships to lie idle in German harbors, just as elsewhere. Shipowners today are scarcely able to make operating expenses and have nothing left for building programs. German exports are now worth only about 100,000,000 gold marks monthly, which is about half the pre-war figures.

Shipping circles are hoping for a resumption of the American grain trade to Europe and a general improvement in the world trade situation as an offset to the hard M. McPherson, Donay, Co.

German Shipping Suffers From Financial Collapse

(United Press)

HAMBURG, Nov. 5.—Germany's ship-building activity was short-lived. The terms of the Versailles Treaty, which deprived Germany of all her large commercial ships, brought many shipyards into existence and started a general construction boom. But the collapse of the mark, with consequent difficulties between labor and employers, and the troubles builders found in financing purchases of raw materials, called a sudden halt.

Germany had to give up to its former enemies all of its ships larger than 1,600 tons, and half of its ships with a tonnage between 1,600 and 1,000. Only ships suitable for coastwise shipping remained. Roughly a total of 4,000,000 tons of German shipping was turned over. As there had been a heavy loss of German ships in the war, there were only 600,000 tons left after the terms of the Versailles Treaty were executed.

New ships were built, and Germans bought ships back from their former enemies until the German merchant fleet now has 2,600,000 tons of bottoms, which is less than half the pre-war size, and less than 5 percent of the merchant shipping of the world.

The government gave large sums to encourage ship-building, supplying two-thirds of the cost. But German money fell in value so rapidly that government appropriations depreciated before construction was completed on many of the ships. Iron and coal prices in Germany rose higher than world prices and the general depression of world trade caused many ships to lie idle in German harbors, just as elsewhere. Shipowners today are scarcely able to make operating expenses and have nothing left for building programs. German exports are now worth only about 100,000,000 gold marks monthly, which is about half the pre-war figures.

Shipping circles are hoping for a resumption of the American grain trade to Europe and a general improvement in the world trade situation as an offset to the hard M. McPherson, Donay, Co.

FELON REVILED BY DUELIST OPPONENT

(United Press)

NEW YORK, Nov. 5.—Because he "squealed" on the pal with whom he and four others escaped last July from the Eastern Penitentiary in Philadelphia, Thomas Gillen, Pennsylvania bank robber is at the point of death at Bellevue Hospital.

In the same ward, and only a few feet away, Joseph F. McLean, who says he is a bootlegger, called out to the dying man for hours yesterday, cursing him and shouting: "I hope you die, you dirty, squealing dog! You ought to kick off, you traitor!"

If Gillen heard this abuse he gave no sign. He first had given a fictitious name to the police, but after he was fingerprinted and identified as the escaped convict he admitted he was the fugitive, and asked that his mother in Philadelphia be sent for. He refused to tell detectives the details leading up to his grim pistol duel with McLean on the ninth floor of the Hotel Langwell, 123 West Forty-fourth street, yesterday morning.

New Dye to Color Wood of Living Tree

(United Press)

PHILADELPHIA, Nov. 5.—By feeding dye to the living wood, according to S. Weinberg, a chemist of this city, trees can be colored thirty-two different shades, including apple green, olive green, ebony, weathered oak, and salmon pink.

Experiments with a dye, which Weinberg has discovered are being conducted in the botanical gardens of the University of Pennsylvania with three trees which have been presented to him by the department of botany.

Introduced into the base of the tree, the dye is diffused throughout the branches by the natural functioning of the tree, Weinberg said. Evidence is furnished by the presence in the botanical gardens of a dark blue tree, a vivid green poplar, and a salmon pink maple.

Assisted by Dr. Herbert Bentler of Germany, Weinberg also has experimented with a purple apple tree in Lansdowne, Pa.

Wood, which has undergone the coloring process, is more durable than the ordinary wood used in the manufacture of furniture, according to Weinberg, who mixes a preservative with the dye solution to be spread throughout the tree. The result, he said, is wood stained through and through, and not only on the surface, so that scratches and dents will not mar its presentability when made into furniture.

The dyeing operation is not a new one, but Weinberg declared that efforts heretofore have not been attended with success. Weinberg's method is to confine the sap to the roots of the tree by a series of borings at its butt. Above this the coloring is permitted to flow in, to be drawn up to the very top of the tree by pressure created, Weinberg said, when moisture evaporates in the cells of the tree. The dye is of the consistency of sap, is insoluble, and cannot be removed.

Trees of any degree of hardness will respond to the treatment and the latest of them will be thoroughly permeated in two days, according to the experiments. The bright green poplar in the university botanical garden is sixty feet tall. Cost of the dye is nominal, less than a dollar being required to change the hue of the biggest tree in the East.

Once the dye is injected the tree is killed so that the lumber does not have to be weathered so long as untreated wood. "It really is similar to embalming," Weinberg declared. "A certain element kills the pests that rot the wood."

German Shipping Suffers From Financial Collapse

(United Press)

HAMBURG, Nov. 5.—Germany's ship-building activity was short-lived. The terms of the Versailles Treaty, which deprived Germany of all her large commercial ships, brought many shipyards into existence and started a general construction boom. But the collapse of the mark, with consequent difficulties between labor and employers, and the troubles builders found in financing purchases of raw materials, called a sudden halt.

Germany had to give up to its former enemies all of its ships larger than 1,600 tons, and half of its ships with a tonnage between 1,600 and 1,000. Only ships suitable for coastwise shipping remained. Roughly a total of 4,000,000 tons of German shipping was turned over. As there had been a heavy loss of German ships in the war, there were only 600,000 tons left after the terms of the Versailles Treaty were executed.

New ships were built, and Germans bought ships back from their former enemies until the German merchant fleet now has 2,600,000 tons of bottoms, which is less than half the pre-war size, and less than 5 percent of the merchant shipping of the world.

The government gave large sums to encourage ship-building, supplying two-thirds of the cost. But German money fell in value so rapidly that government appropriations depreciated before construction was completed on many of the ships. Iron and coal prices in Germany rose higher than world prices and the general depression of world trade caused many ships to lie idle in German harbors, just as elsewhere. Shipowners today are scarcely able to make operating expenses and have nothing left for building programs. German exports are now worth only about 100,000,000 gold marks monthly, which is about half the pre-war figures.

Shipping circles are hoping for a resumption of the American grain trade to Europe and a general improvement in the world trade situation as an offset to the hard M. McPherson, Donay, Co.

German Shipping Suffers From Financial Collapse

(United Press)

HAMBURG, Nov. 5.—Germany's ship-building activity was short-lived. The terms of the Versailles Treaty, which deprived Germany of all her large commercial ships, brought many shipyards into existence and started a general construction boom. But the collapse of the mark, with consequent difficulties between labor and employers, and the troubles builders found in financing purchases of raw materials, called a sudden halt.

Germany had to give up to its former enemies all of its ships larger than 1,600 tons, and half of its ships with a tonnage between 1,600 and 1,000. Only ships suitable for coastwise shipping remained. Roughly a total of 4,000,000 tons of German shipping was turned over. As there had been a heavy loss of German ships in the war, there were only 600,000 tons left after the terms of the Versailles Treaty were executed.

New ships were built, and Germans bought ships back from their former enemies until the German merchant fleet now has 2,600,000 tons of bottoms, which is less than half the pre-war size, and less than 5 percent of the merchant shipping of the world.

The government gave large sums to encourage ship-building, supplying two-thirds of the cost. But German money fell in value so rapidly that government appropriations depreciated before construction was completed on many of the ships. Iron and coal prices in Germany rose higher than world prices and the general depression of world trade caused many ships to lie idle in German harbors, just as elsewhere. Shipowners today are scarcely able to make operating expenses and have nothing left for building programs. German exports are now worth only about 100,000,000 gold marks monthly, which is about half the pre-war figures.

Shipping circles are hoping for a resumption of the American grain trade to Europe and a general improvement in the world trade situation as an offset to the hard M. McPherson, Donay, Co.

German Shipping Suffers From Financial Collapse

(United Press)

HAMBURG, Nov. 5.—Germany's ship-building activity was short-lived. The terms of the Versailles Treaty, which deprived Germany of all her large commercial ships, brought many shipyards into existence and started a general construction boom. But the collapse of the mark, with consequent difficulties between labor and employers, and the troubles builders found in financing purchases of raw materials, called a sudden halt.

Germany had to give up to its former enemies all of its ships larger than 1,600 tons, and half of its ships with a tonnage between 1,600 and 1,000. Only ships suitable for coastwise shipping remained. Roughly a total of 4,000,000 tons of German shipping was turned over. As there had been a heavy loss of German ships in the war, there were only 600,000 tons left after the terms of the Versailles Treaty were executed.

New ships were built, and Germans bought ships back from their former enemies until the German merchant fleet now has 2,600,000 tons of bottoms, which is less than half the pre-war size, and less than 5 percent of the merchant shipping of the world.

The government gave large sums to encourage ship-building, supplying two-thirds of the cost. But German money fell in value so rapidly that government appropriations depreciated before construction was completed on many of the ships. Iron and coal prices in Germany rose higher than world prices and the general depression of world trade caused many ships to lie idle in German harbors, just as elsewhere. Shipowners today are scarcely able to make operating expenses and have nothing left for building programs. German exports are now worth only about 100,000,000 gold marks monthly, which is about half the pre-war figures.

Shipping circles are hoping for a resumption of the American grain trade to Europe and a general improvement in the world trade situation as an offset to the hard M. McPherson, Donay, Co.

German Shipping Suffers From Financial Collapse

(United Press)

HAMBURG, Nov. 5.—Germany's ship-building activity was short-lived. The terms of the Versailles Treaty, which deprived Germany of all her large commercial ships, brought many shipyards into existence and started a general construction boom. But the collapse of the mark, with consequent difficulties between labor and employers, and the troubles builders found in financing purchases of raw materials, called a sudden halt.

Germany had to give up to its former enemies all of its ships larger than 1,600 tons, and half of its ships with a tonnage between 1,600 and 1,000. Only ships suitable for coastwise shipping remained. Roughly a total of 4,000,000 tons of German shipping was turned over. As there had been a heavy loss of German ships in the war, there were only 600,000 tons left after the terms of the Versailles Treaty were executed.

New ships were built, and Germans bought ships back from their former enemies until the German merchant fleet now has 2,600,000 tons of bottoms, which is less than half the pre-war size, and less than 5 percent of the merchant shipping of the world.

The government gave large sums to encourage ship-building, supplying two-thirds of the cost. But German money fell in value so rapidly that government appropriations depreciated before construction was completed on many of the ships. Iron and coal prices in Germany rose higher than world prices and the general depression of world trade caused many ships to lie idle in German harbors, just as elsewhere. Shipowners today are scarcely able to make operating expenses and have nothing left for building programs. German exports are now worth only about 100,000,000 gold marks monthly, which is about half the pre-war figures.

Shipping circles are hoping for a resumption of the American grain trade to Europe and a general improvement in the world trade situation as an offset to the hard M. McPherson, Donay, Co.

German Shipping Suffers From Financial Collapse

(United Press)

HAMBURG, Nov. 5.—Germany's ship-building activity was short-lived. The terms of the Versailles Treaty, which deprived Germany of all her large commercial ships, brought many shipyards into existence and started a general construction boom. But the collapse of the mark, with consequent difficulties between labor and employers, and the troubles builders found in financing purchases of raw materials, called a sudden halt.

Germany had to give up to its former enemies all of its ships larger than 1,600 tons, and half of its ships with a tonnage between 1,600 and 1,000. Only ships suitable for coastwise shipping remained. Roughly a total of 4,000,000 tons of German shipping was turned over. As there had been a heavy loss of German ships in the war, there were only 600,000 tons left after the terms of the Versailles Treaty were executed.

New ships were built, and Germans bought ships back from their former enemies until the German merchant fleet now has 2,600,000 tons of bottoms, which is less than half the pre-war size, and less than 5 percent of the merchant shipping of the world.

The government gave large sums to encourage ship-building, supplying two-thirds of the cost. But German money fell in value so rapidly that government appropriations depreciated before construction was completed on many of the ships. Iron and coal prices in Germany rose higher than world prices and the general depression of world trade caused many ships to lie idle in German harbors, just as elsewhere. Shipowners today are scarcely able to make operating expenses and have nothing left for building programs. German exports are now worth only about 100,000,000 gold marks monthly, which is about half the pre-war figures.

Shipping circles are hoping for a resumption of the American grain trade to Europe and a general improvement in the world trade situation as an offset to the hard M. McPherson, Donay, Co.

German Shipping Suffers From Financial Collapse

(United Press)

HAMBURG, Nov. 5.—Germany's ship-building activity was short-lived. The terms of the Versailles Treaty, which deprived Germany of all her large commercial ships, brought many shipyards into existence and started a general construction boom. But the collapse of the mark, with consequent difficulties between labor and employers, and the troubles builders found in financing purchases of raw materials, called a sudden halt.

Germany had to give up to its former enemies all of its ships larger than 1,600 tons, and half of its ships with a tonnage between 1,600 and 1,000. Only ships suitable for coastwise shipping remained. Roughly a total of 4,000,000 tons of German shipping was turned over. As there had been a heavy loss of German ships in the war, there were only 600,000 tons left after the terms of the Versailles Treaty were executed.

New ships were built, and Germans bought ships back from their former enemies until the German merchant fleet now has 2,600,000 tons of bottoms, which is less than half the pre-war size, and less than 5 percent of the merchant shipping of the world.

The government gave large sums to encourage ship-building, supplying two-thirds of the cost. But German money fell in value so rapidly that government appropriations depreciated before construction was completed on many of the ships. Iron and coal prices in Germany rose higher than world prices and the general depression of world trade caused many ships to lie idle in German harbors, just as elsewhere. Shipowners today are scarcely able to make operating expenses and have nothing left for building programs. German exports are now worth only about 100,000,000 gold marks monthly, which is about half the pre-war figures.

Shipping circles are hoping for a resumption of the American grain trade to Europe and a general improvement in the world trade situation as an offset to the hard M. McPherson, Donay, Co.

German Shipping Suffers From Financial Collapse

(United Press)

HAMBURG, Nov. 5.—Germany's ship-building activity was short-lived. The terms of the Versailles Treaty, which deprived Germany of all her large commercial ships, brought many shipyards into existence and started a general construction boom. But the collapse of the mark, with consequent difficulties between labor and employers, and the troubles builders found in financing purchases of raw materials, called a sudden halt.

Germany had to give up to its former enemies all of its ships larger than 1,600 tons, and half of its ships with a tonnage between 1,600 and 1,000. Only ships suitable for coastwise shipping remained. Roughly a total of 4,000,000 tons of German shipping was turned over. As there had been a heavy loss of German ships in the war, there were only 600,000 tons left after the terms of the Versailles Treaty were executed.

New ships were built, and Germans bought ships back from their former enemies until the German merchant fleet now has 2,600,000 tons of bottoms, which is less than half the pre-war size, and less than 5 percent of the merchant shipping of the world.

The government gave large sums to encourage ship-building, supplying two-thirds of the cost. But German money fell in value so rapidly that government appropriations depreciated before construction was completed on many of the ships. Iron and coal prices in Germany rose higher than world prices and the general depression of world trade caused many ships to lie idle in German harbors, just as elsewhere. Shipowners today are scarcely able to make operating expenses and have nothing left for building programs. German exports are now worth only about 100,000,000 gold marks monthly, which is about half the pre-war figures.

Shipping circles are hoping for a resumption of the American grain trade to Europe and a general improvement in the world trade situation as an offset to the hard M. McPherson, Donay, Co.

CLASSIFIED ADVERTISEMENTS

One insertion ..... 10c per line of 5 words  
Four insertions ..... 8c per line of 5 words  
Eight insertions ..... 7c per line of 5 words

For Sale

FOR SALE—BASE BURNER IN good condition. D. C. MacKintley York Point. 1546-11-3-31

Wanted

WANTED—12 GOOD YOUNG grade Holstein cows, freshening by Jan. 1st, or with calves at foot. Write or phone W. M. Lea, Victoria. 31

To Let

SHOP TO RENT—SUITABLE FOR professional office. 63 Great George Street. 31

To Let—A HOUSE ON UPPER Hillsboro. Apply Mrs. Damarell, 53 Upper Prince St. 1500-11-2-61.

To Let—SEVEN ROOM COTTAGE on Villa Street. Furnace and all modern conveniences. Apply to McLean & McKinnon, Royal Bank Building. 11-1-27.

Miscellaneous

SAUNDSOME SAUSAGES, FRESH today. Saunders, Newsome & Co. Market Building. 602-9-24-6mo

ATTENTION IS DRAWN TO THE large Clearance Auction Sale of Bruce Stewart Marshfield, four miles from Charlottetown, on Saturday November 10th, see handbills. Peter Brodie, Auctioneer. 1545-11-3-11

Plan a Welcome For the Columbia

GLoucester, Mass., Nov. 5.—Members of the American race committee arrived here from Halifax today on the U. S. S. Bushnell, which acted as official United States vessel during the international fishermen's race series last week.

The Columbia will arrive here tomorrow forenoon.

Citizens of Gloucester planned tonight to give the Columbia a warm welcome home tomorrow. Church bells will ring as the cup challenger, enters the harbor, bands will greet her at the docks, a parade through the main streets of Gloucester will follow. Captain Pine's refusal to accept the international trophy by default when Walters refused to obey the ruling of the sailing committee at Halifax has made him a hero with his fellow townsmen. It was said.

Reports reaching here from Lunenburg last night and today said that Captain Walters of the Blunose, in expressing regret for his action in breaking up the international series, had offered to race again whenever the sailing committee decided, suggesting Thanksgiving Day as a possible date for the event.

Scottish Mansion Ablaze in Gale

(Dominion News Service.)

EDINBURGH, Nov. 5.—The stately mansion of Auchentorrig, at Auchincry, Stirlingshire, belonging to Colonel Ewing Crawford, has been burned to the ground.

A gale was blowing, and by the time the Stirling Fire Brigade arrived—only to find the water supply insufficient—the building was down.

Damage amounts to many thousands of pounds.

A SOUVENIR THAT EXPLODED

(Dominion News Service.)

LONDON, Nov. 5.—Amelia Gras, aged fifty-two, a widow, was blown to pieces in her home at Courbovoie by a live shell which her son brought home as a souvenir of the war.

She had apparently tired of the souvenir, and had thrown it on the fire. The shell exploded while she was poking the fire, and everything in the room was blown to fragments.

NEW PHYSICAL CULTURE PLAN

BOSTON, Nov. 5.—A new programme in physical culture, geared to make the students keener, stronger and better-looking young women, was announced yesterday by the physical education departments of Radcliffe College. No girl will be allowed to be "nothing but a bookworm" in the future, nor will the college butterfly be tolerated who is so physically exhausted from a load of college dances that she has time only for "rouge" rather than for out of door exercise.

Every Radcliffe girl on entering will be required to take three hours a week of physical culture instruction. In addition to her academic studies, The Freshman will also be obliged to attend compulsory hygiene lectures, which will treat of general health and diet. Out-of-door sports such as horse-back riding and archery will be encouraged, and field hockey players will be recruited from a larger number of students than ever before.

QUEEN HOTEL

WATER STREET CHARLOTTETOWN

This popular Hotel has been completely renovated and re-furnished throughout and offers very comfortable accommodation to the travelling public. The table is especially good and the public are courteously cared for.

Rates \$3.00 a day.

BRUCE J. TAYLOR, Manager

Charlottetown Hotel Co., Ltd., Proprietors

Wanted

WANTED—FOR POSITION IN St. John, New Brunswick competent Maid. Good knowledge of cooking absolutely necessary. For particulars apply immediately to C. J. Gallagher, Prince Edward Theatre. 61

WOMEN EARN \$10.00 DAILY

distributing the wonderful "Medical Adviser," by Dr. Pierce. Unfolded secrets of married happiness, often revealed too late. 1008 page, cloth-bound book, illustrated with colored plates. Chapters on Mother and Babe, Nursing Accidents, First Aid, What to do in sickness. Retail for \$1.00. Free with instructions to workers. Sales enormous. Enclose 10c to help pay postage and packing. Medical Press, 648 Washington Street, Buffalo, N. Y. 10-24-3wks.

Teachers Wanted

SASKATCHEWAN TEACHERS' Agency, Regina, offers best positions. 777-9-1-t.

HONOR ROLL

WEST KENT SCHOOL

The following is the standing of West Kent School for the month of October:

Grade X. 1 Amy Johnson, 2 Norma Jameson, 3 Adelaide Lockhart, Grade IX. 1 Marjorie Stewart, 2 Dorothy Gordon, 3 Roy MacLeod.

Grade VIII. 1 Robert Hogg, 2 William Owen, 3 Evelyn Jenkins. Grade VII. 1 Walter Mutch, 2 James Innis and Maurice Lodge (equal), 3 Benjamin Beers. Grade VI. 1 Ben Rogers, 2 Cedric Boulter, 3 Keith Wedlock. Grade V. 1 Reginald Holman, 2 Robyn Cameron, 3 Margaret Newson.

Grade IV. 1 Jessie MacLean, 2 Wanda Wedlock, 3 Lois Ford and Clifford Reddin (equal). Grade III. 1 Effie Brehaut, 2 Margaret Black, 3 Gordon Williams and Ernest Lord (equal). Grade II. 1 Allison Rogers, 2 William MacRae, 3 Mary Sinclair. Grade I. 1 Grace Yeo, 2 Garfield Jewers, 3 Mary Sinclair and Carl Boehner (equal). Grade III. 1 William MacRae, 2 Strickland, 3 Florence Fraser MacMillan. Grade II. 1 Robert Hubbard, 2 Mary Owen, 3 Doris MacRae.

TO-NIGHT Tomorrow Alright

KEEPING WELL—An NR Tablet (a vegetable aperient) taken at night will help keep you well, by toning and strengthening your digestion and elimination. Used for 25¢

Get a 25¢ Box of NR Tablets

Chips off the Old Block

NR JUNIORS—Little NR One-third the regular dose. Made of the same ingredients, even candy coated. For children and adults.

Beauty Contented

You are always confident that your beauty has been developed to its highest possibilities after using Gerard's Oriental Cream. White Flesh-Rachel.

Send 10c for Trial Size

F. T. ROYNS & SON Montreal

Hotel Victoria

Offers to the travelling public a comfortable, up-to-date hotel. Contains 44 rooms with private baths. The Cuisine is famous all over Canada. Telephones in all rooms. Courteous service.

H. C. BROWN, Manager

Charlottetown Hotel Co., Ltd., Proprietors

Hotel Victoria

Edwin Morris, Halifax, L. W. Murdoch, Murray River, R. W. Fraser, New York, T. M. Fraser, New York, E. Wadman, Summerville, H. Warren, St. John, W. J. Dalziel, Moncton, C. A. Archibald, Truro, G. Conrad, Moncton, J. F. Kelly, Montreal, C. A. Gormley Moncton H. H. Harvey, St. John, H. S. Drewar, St. John, C. A. Davis, Toronto; J. Brudreau, Montreal; J. A. Charles, Montreal; E. W. Hallingson, Montreal; M. A. Reid, Montreal; F. G. Tibbs, Nfld.; G. Harrison, Montreal; I. L. Wainwright, Nfld.; G. Hollett Burn Nfld.; W. B. Arthur, Burn Nfld.; Frank L. Best, St. John; R. H. Raymond, Montreal; A. L. Fraser, Souris; M. McPherson, Donay, Co.

Hotel Victoria

Offers to the travelling public a comfortable, up-to-date hotel. Contains 44 rooms with private baths. The Cuisine is famous all over Canada. Telephones in all rooms. Courteous service.

H. C. BROWN, Manager

Charlottetown Hotel Co., Ltd., Proprietors

Hotel Victoria

Offers to the travelling public a comfortable, up-to-date hotel. Contains 44 rooms with private baths. The Cuisine is famous all over Canada. Telephones in all rooms. Courteous service.

H. C. BROWN, Manager

Charlottetown Hotel Co., Ltd., Proprietors

Hotel Victoria

Offers to the travelling public a comfortable, up-to-date hotel. Contains 44 rooms with private baths. The Cuisine is famous all over Canada. Telephones in all rooms. Courteous service.

H. C. BROWN, Manager

Charlottetown Hotel Co., Ltd., Proprietors

Hotel Victoria

Offers to the travelling public a comfortable, up-to-date hotel. Contains 44 rooms with private baths. The Cuisine is famous all over Canada. Telephones in all rooms. Courteous service.

H. C. BROWN, Manager

Charlottetown Hotel Co., Ltd., Proprietors

Hotel Victoria

Offers to the travelling public a comfortable, up-to-date hotel. Contains 44 rooms with private baths. The Cuisine is famous all over Canada. Telephones in all rooms. Courteous service.

H. C. BROWN, Manager

Charlottetown Hotel Co., Ltd., Proprietors

Hotel Victoria</