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BRITAIN'S BELOVED QUEEN MOTHER DEAD

Queen Alexandra, Widow of King Edward VII., and Mother of King George V., Died at Sandringham House on Eve of Her 81st Birthday.—Whole Nation Mourns.

Stricken with heart disease on Friday morning, the 20th inst., almost on the eve of her 81st birthday, Queen Mother Alexandra passed away at 5.25 o'clock in the afternoon, with her son, King George V., Queen Mary, and sorrowing members of the Royal Family at her bedside.

Canadian Government Sends Message of Condolence

The Governor General on behalf of the Dominion Government and people of Canada, called the following message of condolence:

"Ottawa, Nov. 20th.

"His Majesty's Canadian Ministers have learned with most profound sorrow of the death of Her Majesty, Queen Alexandra, sorow which will be shared by the whole Canadian people; and they would ask you to convey to His Majesty The King, and the members of the Royal Family, for themselves and for the people of the Dominion, assurances of the most heartfelt sympathy in the loss they have sustained, which is shared by all parts of the British Empire."

(Signed) Byng of Vimy.

Idol of British People

Queen Alexandra had been the idol of the British people for 62 years. The engagement of the Prince of Wales, afterwards King Edward VII., to the daughter of Prince Christian, heir to the Danish throne, had been greeted with great joy in Great Britain. The British public was tired of German alliances and Lady Palmerston, wife of Viscount Palmerston, who served as Prime Minister, probably expressed public opinion very effectively when she remarked:

"I like the Danish connection. We have had too much of Germany, Berlin and the Coburgs."

So, when Alexandra arrived at Gravesend on the Royal yacht, in 1863, great crowds gathered to welcome her and the first sight of her girlish figure in crinolines won their hearts. She was barely nineteen and her beautiful Princess in all Europe. Her smile was entrancing then, as it always was, even in her last public appearance in London as a woman of nearly eighty.

The day of her arrival, all England seemed to have thronged to the Capital to greet the prospective Queen. But the arrangements made for the procession through London were not equal to the enthusiasm of the crowds; there were not sufficient soldiers along the line of march and the crowds were so enthusiastic over the beauty of the fair Princess from the North that they overwhelmed for nearly an hour on London Bridge by the congestion; many persons were crushed to death and even Princess Alexandra herself helped to save unfortunate ones who were crushed against the Royal carriage in which she was riding with the Prince of Wales.

Denmark's Farewell

Denmark had given her a rousing farewell on her departure; King Frederick Twelfth had showered her with gifts, and she had been royally entertained by a public which looked upon a royal alliance with Great Britain as a guarantee that German aggression against Schleswig-Holstein would be checked. But Alexandra was equal to all the strain to which she was subjected on her forced introduction to the British public and bore up bravely under the ordeal of that well-meant but mismanaged procession through London.

And she was always equal to every emergency afterward. Despite her own troubles and bereavements she always found time to serve the British public. No worthy charity was ever ignored by her. For the thirty odd years she was the Princess of Wales she really carried most of the public obligations that would have naturally been Queen Victoria's. The aged Queen, Victoria, was so saddened by her husband's death that she gladly turned over her social obligations to the Prince of Wales and his wife.

Princess Alexandra was a thoroughly practical woman. Her mother, Princess Christian, taught her to make her own gowns, to cook and manage her household economically. The family was poor and it was necessary that the Danish Princess should learn economy. Princess Alexandra and her sisters were all accomplished musicians and lived a simple home life in Copenhagen.

Won Affection of All

It was one of their great joys to be permitted to walk through the streets of Copenhagen and inspect the shop windows. Until Alexandra was eight years of age—her father, Prince Christian, was only an officer of the Danish army, with no fortune and small pay. Then as he was made heir to the Throne by legal enactment, and an allowance was forthcoming which eased the financial straits of the family, that later was to give Queen to two of the greatest powers in Europe.

Alexandra's skill in domestic affairs and her thrifty spirit endeared her to Queen Victoria and enabled her to win the affection of British women of

all classes. She was brought up in a home where love had triumphed over poverty and never ceased to have an understanding of the problems of the average family.

As mother, grandmother, and great-grandmother she held the affections of the people of the Empire and held, too, the affections of all her descendants. Her family life was always ideal. King George and the Prince of Wales had been especially attentive to her after her health began to fail and she withdrew to Sandringham. King George and Queen Mary lived much of the time in York Cottage which is in the same grounds and Queen Maud, of Norway, third daughter of Alexandra, was frequently at Appleton House, her home, which is nearby.

Happy Childhood

Princess Alexandra Caroline Maria Charlotte Louise Julia was the eldest daughter and second child of Prince Christian of Glücksburg and Princess Louise of Hesse. At the age of sixteen Prince Christian was received as the adopted son of Frederick VI. of Denmark, and eventually came to the throne of that country as Christian IX. His home before his accession was the Gule Palace, Copenhagen, and here his oldest daughter was born on December 1, 1844. She was named Alexandra, after the sister of Alexander II. of Russia. The life of the Princess and her sisters was very quiet and domestic, her father's income being so small that many economies had to be practiced; thus the children were in a habit, when coming in from a walk, of changing their pretty frocks for less spiffy overalls, they were taught to be tidy in their own rooms and learned how to make their own clothing. They had a resident Swiss lady as governess, and various professors taught them different subjects. Alexandra received her first English lesson on January 5, 1858. During their childhood Hans Anderson, the Danish fairy tale teller, was writing his charming stories, which the children read eagerly—a sure incentive to good behavior, being the promise of "The Ugly Duckling" or "The Marsh King's Daughter."

Death of King Edward

After a reign of ten years, King Edward VII. died, on May 6, 1910. The Queen bore up wonderfully under the blow. The married life of Their Majesties had been a singularly happy one. Numerous stories illustrative of the devotion of Their Majesties to one another are current, but none perhaps which impressed more powerfully the popular imagination than that which told of the ceaseless and unending anxiety which she manifested during the terrible weeks of suspense which succeeded the postponement of the coronation.

Six children were born to King Edward and Queen Alexandra, viz:

1. H. R. H. Prince Albert Victor Christian Edward, Duke of Clarence and Avondale, K.G., K.P., born January 8, 1864; died January 14, 1892.
2. His Majesty King George V., born June 3, 1865; succeeded to the throne on May 6, 1910.
3. H. R. H. Princess Louise Victoria Alexandra Dagmar, Princess Royal, born February 20, 1867; married July 27, 1889, the Duke of Fife, who died January 29, 1912.
4. H. R. H. Princess Victoria Alexandra Olga Mary, born July 6, 1868.
5. H. R. H. Princess Maud, Charlotte Mary Victoria, Queen of Norway, born November 26, 1869; married July 22, 1896, Prince Charles of Denmark, elected King Haakon VII. of Norway, November 18, 1905.
6. H. R. H. Prince Alexander John Charles Albert, born April 6, and died April 7, 1871.

HER PREFERENCES

- Soon after her marriage, Queen Alexandra wrote in a scrap-book at Belvoir Castle the following list of her preferences:
- Her favorite King and Queen: Queen Dagmar and Richard Coeur de Lion.
- Her favorite hero: Wellington.
- Her favorite poet: Byron.
- Her favorite artist: Sir Joshua Reynolds.
- Her favorite author: Charles Dickens.
- Her favorite virtue: Charity.
- Her favorite color: Blue.
- Her favorite dish: A French tart.
- Her favorite flower: The rose.
- Her favorite name: Mary.
- Her favorite occupation: Reading aloud.
- Her favorite amusement: "Driving my ponies."
- Her favorite motto: "Dieu et mon Droit."
- Her favorite locality: Home.

The potato forms one-quarter of all the food of Americans and Europeans.

NO BARRIERS FOR CANADIANS

An American Publication is of the Opinion That it Would be a Stupid Blunder for the United States Congress to Put Canadians on Quota Basis.

From an American publication "Liberty," we take the following:

"One of the amendments of the immigration act of 1924 under consideration it to put Canadian on a quota basis."

That amendment should be the first to go into the congressional waste basket. It should not be considered one minute by the clock.

At present Canadians are free to come and go in the United States. They always should be. The boundary between the United States and Canada should mean even less than it does. Our customs regulations should be abolished. We have different political organizations and affiliation, but this is not a difference that seriously divides our people, for our institutions are, in basic principles and essential form, from the same great source.

The key of our immigration policy is the preservation of American national character and economic solidarity. Canadians belong to the same great tradition of the English speaking world, have the same manner of thought and feeling, the same progress as we have. They have the same standard of living as we have and are an economic asset. There is no more reason for excluding any of them or putting them on a quota than New Englanders or Illinoisans.

In fact, the reason advanced for putting Canadians on a quota basis deserves nothing of this. It is, in our opinion, a very weak reason. Our present law admits Mexicans without restriction. It has not worked well. Mexicans of the educated class are, of course, welcome in the United States,

but the Mexicans of Indian blood who take advantage of our higher wage level and have come into our country in increasing numbers are residents of whom we can have too many. They are of different race from the whites of the American family, and while they have many good qualities when given proper conditions, they are not in fact such a contribution to the nation economically or socially as ought to be unlimited. So recognizing the desirability of limiting immigration from our neighbor on the south, it is suggested that our neighbors on the north shall be limited in order to avoid discrimination.

Congress should not take such an argument seriously. Our immigration policy is based on clear considerations of national unity and harmonious development. These considerations we have no need to conceal. We do not exclude Asiatics on the theory that they are inferior, but because they are different. They are different in race and tradition. So are the Mexicans. The Canadians are essentially ourselves. Our differences are superficial and, as it were, accidental. There is, in essentials, not even an imaginary border line between us, and they are not within the scope of immigration policy. The destiny of the English speaking people of North America is inevitably one. Local irritations and passing frictions do not affect that unity any more than a chafed skin proves that the leg and the arm are not of the same body. There is one destiny for North Americans. We are one people and to put Canadians on a quota would be a stupid blunder which the next Congress would promptly undo. Why make it at all?

IT PAID HIM TO ADVERTISE

One of the most persistent advertisers in the history of success was Robinson Crusoe. He knew what he wanted—and he put an ad-for one. He flung a shirt on a pole, at the top of his island, and that, in the language of the sea, was plain to every sea-faring man.

The circulation was small—there was no other medium, but Crusoe kept at it, despite the fact that he got no inquiries for a long time. He changed his copy—as one garment after another was frayed out—and in the end got what he wanted.

Suppose Crusoe had taken down that signal after a time and declared—"Advertising doesn't pay," where would he and his story be now?

Put up your signal and keep it there. Crusoe advertised under very discouraging circumstances. You've got a sure thing—it is only necessary to have the patience, persistence and pluck of Robinson Crusoe—and the good ship "Better Business" will soon tie up 'longside your pier.

PENOBSCQUIS

Nov. 23—Miss Stella Crandall spent the week-end at her home, Petitodiac. Mrs. Clarence Walker, Midland, is visiting her parents, Mr. and Mrs. Warren Hall.

Friends of Miss Marguerite Scott are sorry to hear that she is ill with an attack of quinsy.

Mr. L. J. Murray spent several days last week in Fredericton. Mr. Jack Weldon, Moncton, is visiting at the home of J. W. McLeod. Mr. and Mrs. J. W. McLeod and Mr. S. J. Morton motored to St. John one day last week.

Mr. W. A. Bannister has purchased the property owned by C. W. Osborne. The district meetings which were held in the Penobscquis church on Thursday and Friday were largely attended and splendid meetings were held.

Miss Alice McLeod spent Sunday at her home here.

Mr. Earl Frier, Sussex, spent Sunday with Mr. and Mrs. Byron McLeod. Mr. and Mrs. Alfred Patterson and Master Jack Patterson are visiting her father, Mr. Daniel Robinson. Victoria Lodge No. 143 held their regular meeting on Tuesday evening when the following officers were elected for the coming year:

- W.M., Miss Stella Crandall.
- D.M., Mrs. M. R. Welling.
- Chap., Mrs. W. A. Bannister.
- R Sec., Mrs. F. H. Morton.
- F Sec., Mrs. H. A. Wallace.
- Treas., Mrs. A. B. Robinson.
- Lect., Mrs. Geo. Hall.
- D. of C., Miss Violet Bradley.
- I. G., Harold Secord.

O. G., Herbert Lisson. Committee—Mrs. H. Lisson, F. E. Wallace, Isaac Bunnell, Geo. Hall, Ralph Secord. Auditors—Frank Wallace, Geo. Hall, Guardian—George Hall. Organist—Mrs. Nettie Walker.

APOHAQUI

Nov. 24—Rev. W. J. and Mrs. Hamilton were the guests of Mr. and Mrs. A. H. Wilcox on Tuesday of last week. George B. Jones, M.P., and Mrs. Jones were visitors to St. John Thursday of last week.

M. Scovill, of Montreal, was a guest of Mr. and Mrs. George H. Secord on Monday.

Mrs. Stewart Keirstead, of St. John, is visiting her parents, Mr. and Mrs. Seth Humphrey.

Mr. and Mrs. R. B. Reid and children motored to Upham Sunday and were guests of Mr. and Mrs. Lewis H. Reid.

Mr. and Mrs. Thomas Long, Mr. and Mrs. Milo Storey, Mable Long, Irene Langell, Tressa Langell and F. Hayes were Sunday guests of Mr. and Mrs. I. P. Gambin.

Mrs. Henry Parlee spent a few days last week with her daughter, Mrs. Burton Doherty and Mr. Doherty at Riverside.

Harry Thompson, of Mercer Settlement, spent a few days of last week with Mr. and Mrs. A. H. Wilcox.

Live your age. From twenty to forty follow your twenty to forty inclinations. Then you are ready for forty to sixty.

QUODDY POWER FOR NEW BRUNSWICK

Bay of Fundy Tides to be Harnessed.—Dexter P. Connor Predicts a Great Industrial and Commercial Expansion as a Result of Proposed Development at Quoddy.

In an address delivered last week before the New England Conference at Worcester, Dexter P. Connor discussed for the first time the influence of his project in New England as a section. His speech in detail was as follows:

The power development which I have the honour to describe to you today is located in Maine near Eastport, approximately 300 miles, by land route, from Boston.

This power development contemplates the construction of a modern low head hydro-electric station in Passamaquoddy Bay, an area of the Bay of Fundy, using the tides as a source of supply of water.

These tides rise and fall twice daily and the range varies between 18 and 27 feet every two weeks.

Every modern hydro-electric station should possess three inherent qualities, namely: ability to produce power cheaply, conveniently and reliably. It is believed that this project has these three salient qualities.

Nature has produced two large bays having a combined area of 150 square miles which can be placed, at a small expense, under complete control. This will be accomplished by the construction of dams and control gates at the entrance of the bays. The topography permits the erection of the powerhouse directly between the two bays.

The dams are to be constructed of loose rock with a sand and clay blanket for waterproofing. There will be three dams in all aggregating a total distance of 7200 feet; the maximum head will be 27 feet, corresponding to the maximum tide, and the greatest depth is 175 feet.

The gates will be constructed in locations permitting an easy filling and draining of the bays and the combined area of the filling gates will be approximately 220,000 square feet, while the area of the emptying gates have a correspondingly smaller area due to a longer time which will be available for emptying. All of these gates will be constructed on solid rock.

The powerhouse will be similar in design to those now in use on freshwater streams, containing a machinery installation identical to any now installed in our head plants.

There is not, then, anything in design of machinery or method of construction of this project which is new or which has not gone through the test of time and experience.

The operation of the plant will be one of keeping the two bays, between which is located the powerhouse, at different levels, drawing water from the upper bay through the powerhouse and filling the lower bay. The cycle of the tides permits the refilling of the upper bay twice in twenty-four hours, and the emptying of the lower bay twice in twenty-four hours. Whereas the level between the two bays will fluctuate there will be no time when they will come to the same level and the output of the powerhouse will be continuous during the twenty-four hours of the day and in such quantities as will be controlled by the demands of the market.

Owing to the regularity of the tides and their known fluctuation, which can be predicted months and years in advance, the reliability of this power is assured.

The amount of power which can be developed will depend largely on market conditions and for the present plan is to develop between 500,000 and 700,000 horsepower. The annual production of this plant will be approximately three billion kilowatt hours, which amount is, according to the 1922 statistics of the U. S. geological survey, seventy-five per cent of the output of the public utility plants of New England and that year.

The cost of this power will be well within the range of the cheapest hydro-electric station in this country with the added asset of positive assurance of output.

It will be possible to sell a part of this power in New Brunswick and in Maine, and, owing to the location of the project, it will be within easy transmission distance to all of New England. The project is located partly in Canada and partly in Maine; it is then essentially a project effecting the future of all the North Atlantic coast and what will be its influence on New England?

Permit me to treat this question as I would any engineering problem. The known facts are: the people of New England are the product of generations of struggle, sacrifice and success; they live in the best of climates and they have a varied industry which has had decades of experience. New England possesses one of the strongest financial structures in our country, it also possesses fine transportation facilities by sea. The geographical location of New England in respect to the commercial routes to the Far East via the famous Panama Canal, to South America, to Africa and to Europe, is as favourable as could be wished for, so that not only are our home markets and source of supply of raw materials easily available, but those of the world are also at our

door. The foregoing are admittedly facts on which an engineer may safely base his computations for the design of his structure for the future of New England.

This structure of New England to which I refer will never be completed, for it will be a structure of many additions and changes, and one showing a constant growth and improvement, while the outstanding details of design will be its markets, production and distribution.

Obviously New England cannot confine her future growth to our domestic markets and this plan contemplates her early entry and active participation in the commerce of the world. To accomplish this her statesmen will require her strong support in leading our nation to the realization that it cannot remain apart from taking an active participation in the affairs of the world.

The two remaining details of the design, industry and distribution, are so closely related that I will discuss them jointly. The industrial growth of New England may expand along the present line of individual development or there may be a growth along the lines of mass production and mass distribution. This will depend greatly on our expansion at home, and in foreign markets and the competition we will have to meet. Therefore, this detail of our design will have to cope with the trend of competition. The relation between finance and industry must then be so arranged that they may jointly exploit science to the limit in the application of science to financing, buying, manufacture and distribution. And it is here that we will find that electric power will come to the aid of New England. With an interconnected power system in New England industry will have an unlimited field of expansion, and such a power system will live because it will serve. Its service will not only be cheap but it will be convenient and reliable. Aside from these three direct benefits there are still the indirect benefits which will bring about among other things, the decentralization of our industries.

The decentralization of our industries will mean better living conditions for the workmen, greater unit production, lower taxation, lessen the cost of distribution of food stuffs and remove the cause of our problems in the large centers of population. Another indirect result of cheap power in New England will be her ability to compete in foreign markets, for, like Old England, her geographical location in respect to the commercial routes of the world are particularly advantageous, while New England's advantage over Old England will be her electric power system back of her productive ability and the sooner this advantage is established and put into use the better.

Without doubt we have only, thus far, seen but a part of the possibilities of electricity in the industry world as it is applied to the mechanical phases thereof; the application of electricity to chemistry is also still in its infancy and we may expect much from this. Because of water transport, the cheap power of Eastport will be closer to the phosphate mines of Florida than the water power plants of the Southern States.

In the design of our structure I have been cognizant of the many controlling factors which will bring about its successful construction and I deplore the idea of introducing electric power as the sole and only solution of this problem. It is, however, a most important factor in the growth of a country as evidenced by its application in our South and in our West, and I am sure that New England will not overlook the opportunity to avail itself of every reliable source of supply and I am doubly certain that New England will foster and promote the distribution of this power throughout its land.

GREAT SALMON RIVER

Nov. 23—Mr. John McFarlane motored to Sussex Saturday on a business trip.

Miss Edith Crawford, Miss Ruth Charlton and Mr. Harry Crawford spent Sunday with relatives at Hammond, K. C.

Mrs. John Lennox is visiting friends in Saint John.

The school children of the village were guests of their teacher, Miss Arilla Mosher, to a supper on Friday evening last. The evening was spent in dancing and music after the supper.

Mr. Charles McCue, who has spent the past two months in the west, harvesting, returned home on Friday.

Miss Audrey Seeley, of St. Martins, spent the week-end with friends here.

Mr. Ward-Black left last week for Lawrence, Mass., where he will visit his uncle, Mr. George Black, of that city.

Mrs. Ernest Daley and daughter, of Greer, were the Sunday guests of Mr. and Mrs. S. P. Daley.

Mr. Kaare Smith, Mr. and Mrs. R. B. Crossman and Miss Orval Black motored to St. John Sunday of last week.