

Belgians are Starving While Canadians Have Plenty

Our Heroic Allies Deserve More Help than We are Giving

An accident of geography, and the fortunes of war, have subjected Belgium to the cold-blooded, calculated cruelty and attempted starvation of the German conquerors—while we in Canada, secure from danger, are making money out of the War.

Legitimate though our profits are, we surely owe a substantial share of them to our Allies, who are destitute because they dared stand up for their rights and defy the enemy.

We have given much—but barely enough to help keep the Belgians alive. More of them every week are calling for help, as their own resources are exhausted, and every one of the millions should have something more than the three slices of bread and the pint of soup which is all the Relief Commission can supply out of present contributions.

If you have been helping, do more if you can till the war is over and Belgium is free. If you have not given yet, will you make up for lost time with a substantial contribution? Better still, will you give, every month, enough to feed one or more Belgian families, at the rate of \$2.50 each per month?

Whatever you can afford to give, send your subscription weekly, monthly, or in one lump sum to Local or Provincial Committees, or

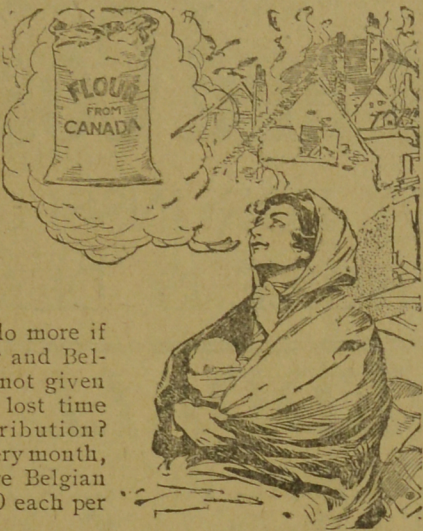
Send Cheques
Payable to
Treasurer

Belgian Relief Fund

59 St. Peter St., Montreal.

22

\$2.50 Feeds a Belgian Family One Month.



THIRTEEN ZEPPELINS TOOK PART IN RAID

London, Sept. 3.—Thirteen Zeppelin airships took part in the raid over the eastern counties last night, and an official statement issued late this afternoon says casualties so far as reported are one man and one woman killed and eleven men and woman and two children injured.

It was the most formidable air attack ever made on England. Only three of the Zeppelins were able to approach the outskirts of London. One of these was shot down and the other two were driven off by aircraft guns and aeroplanes.

Los Angeles Times: The German commandant at Libau has announced that the German government will give a bounty of nineteen marks for a boy and twelve marks for a girl born of a Lettish mother and a German soldier father. That means that the boy is worth \$4.56 and the girl \$2.88.

Don't imagine that there is anything harder to keep than an umbrella.

WORLDLY WISDOM.

Most men are short on gold and long on brass.

Wise is the instructor who learns more than he teaches.

Make a companion of vice and you will become its slave.

A painful silence is unknown to men—but women know all about it.

Wings of riches may enable a man to fly from his poor relations.

Men who know it all are fit companions for women who know almost nothing.

Hypocrites are men who think one way and lead you to believe they think another.

If a man is inclined to lead a fast life he should lead it to a hitching post and tie it.

Nature paints things red in the fall and many a man is able to trace his own fall back to the time when he painted things red.

A sister, if properly studied, is the "shock-absorber" which later saves a man from a lot of awful jolts and surprises along the love-routes.

A man would be given a patrol joy ride if he wore a suit made from striped awning; but a woman can get away with it.

FLEMMING "COME BABY" RESENTED BY THE PEOPLE

(Continued from page 2.)

party has realized this, and the cry for help to win this by-election has gone out to every section of the province. If they can win they can hold out, perhaps over another session, but if they lose, it means a dissolution of the house and a general election.

"The cohesive power of public plunder" was never shown so plainly as when Flemming, Smith, Murray and Landry sat upon one platform on convention day. Smith, who had denounced Flemming in Westmorland, Murray who once remarked to Deputy Minister H. M. Blair, "You know we had one minister who protested his innocence, and you know what happened to him." Murray meant J. K. Flemming. Since then Murray has had his troubles. His remark in the Barker House when there was an exposure of the patriotic potato business, that Smith had ruined him, is still remembered by those who heard him.

Baxter too will appear on the scene, and it only remains for Premier Geo. Clarke to show up to have all the government defenders here. It is a desperate game and its very desperation will be realized in many places where Baxter has not hesitated to express his opinion of Flemming. "The man who has ruined the Conservative party in New Brunswick and who will continue to ruin it if he is permitted to run amuck much longer," was the bitter remark of a prominent party man Saturday, but for Baxter to swallow Flemming and Smith with the knowledge of how outspoken he has been about them is almost incredible.

Right here in the home of Flemming there has been much bitterness about Baxter's attitude toward Flemming. He and Premier Clarke have been the anti-Flemming men in the house. Baxter opposed the Flemming whitewash and was not present when it passed the House, and Premier Clarke said afterwards that it was his great political mistake to permit such a resolution to pass the house.

That is the situation—"the cohesive power of public plunder" has drawn all these warring members together again; and to cap it all, James K. Pinder appeared in Woodstock to day to congratulate his old friend and fellow sinner, James K. Flemming, upon his future political prospects.

The Southampton and the Valley Railway heroes will sit and think and plan future conquests and dream of other bond guarantees.

The campaign promises some liveliness. Harry M. Blair, the former deputy Minister of Public Works, has requested an opportunity of appearing upon the public platform and telling what he knows about those members of the government who railroaded him at the request of Pinder, Woods and Price. He will tell many of the secrets of the party which used him for years and then, he says, cast him and his minister out without the British fair play of an open investigation. Blair will not campaign for the opposition, but he is going to campaign for satisfaction, and he will seek it at the government meetings just the same as he will at the opposition gatherings.

DOMESTIC SCIENCE.

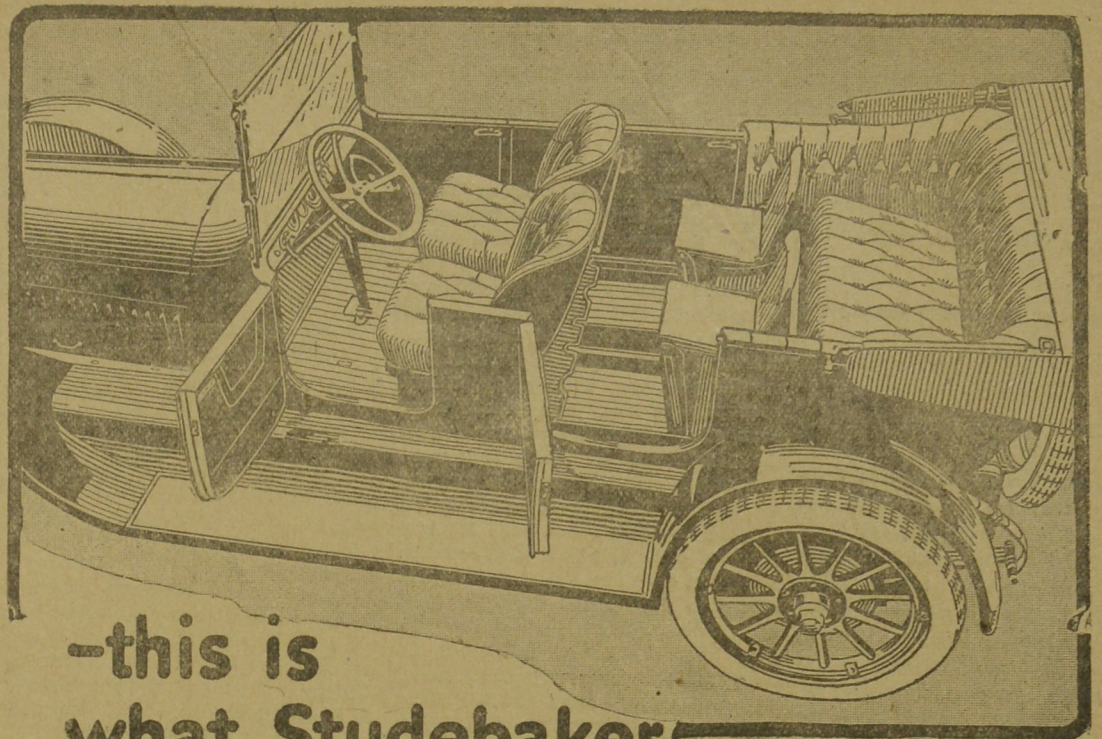
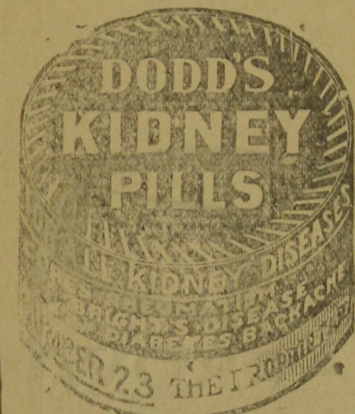
Mary's at the cooking school
For summer education.
She follows every little rule
With careful concentration.
She baked a pie the other day;
No pie was ever thinner.
We cut it with a pair of shears
We borrowed from a tinner.

Mary's good at baking cake
With frosting spread all over,
And when she has a chance to bake
Why then she is in clover.
She baked a cake the other day,
No cake could ever match it;
We didn't use a knife at all,
But broke it with a hatchet.

STEAMER MATATUA FLOATED.

Quebec, Sept. 2.—News comes today that the steamer Matatut was successfully floated yesterday by the C. G. S. Lord Strathcona, from her grounding place off the Newfoundland coast. She is seriously damaged and will go to Halifax for repairs.

Bad handwriting is often used to cover a lot of poor orthography.



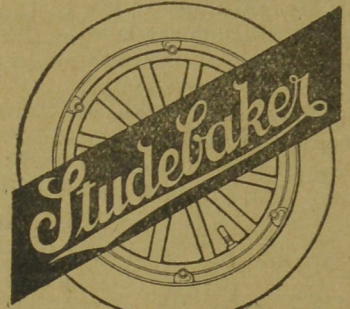
-this is what Studebaker COMFORT means!

Just look at that illustration a second time. Look at the roominess of this new Studebaker SERIES 17 FOUR—the individualized COMFORT that's built into the car for every one of the SEVEN passengers it carries.

Not a detail has been overlooked that will make the car easier-riding. The front seats, for example, are divided—and they are also adjustable—that is, they can be moved fore or aft to fit the passenger's wishes.

In the tonneau, roominess is especially evident—lots of room for five full-grown people. The rear seat is wide and deep and luxuriously upholstered with the finest straight-grain, semi-glazed leather. And everywhere roominess, convenience and a host of COMFORTS have been built into the car.

This new Studebaker is the most powerful 4-cylinder car on the Canadian market within hundreds of dollars of its price—the biggest car that any such price as \$1225 ever bought—but on COMFORT alone it stands as the GREAT value of the year. Come in and see this splendid "Made in Canada" Car.



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