

PARIS REPORT SAYS THAT LONGER SKIRTS HAVE BEEN ADOPTED BY FASHION LEADERS

New York, Sept. 10—It affords an occasional pleasure to comment on the fashions worn by the ladies, bless 'em. Not that I know anything except that they continue to seem more beautiful each succeeding day and there are just as many reports of domestic dissensions on the first page. But recently there came a cable from Paris.

"Skirts" reported the cabler, "will be worn longer. The new fashion has been adopted by the leaders of fashion and the lower orders will fall in line as they always do."

Is That so, gal? As a representative of the lower classes, I'll say it is not. The skirt of the future may vacillate about the feminine knee, now veiling that noble joint and now exposing it to the life giving sun. But long skirts are as dead as King George III.

A friend in the movie business disinterred some of the elder films recently and ran them off for the ribald entertainment of friends. Those long skirts were as funny as Jimmy Durante in "Show Boat" and as utterly without reason. Lovely girls kicked ruffles as they sauntered and the audience giggled hysterically. If there ever is a serious threat of the return of the long skirt one showing of the old films will stop it. The same holds good with the bob. There is a live hairdresser up town.

"Nevaire ze long hair 'e come back," said he. "Ze American de moisselle she veel not stand for eet."

I am quoting this bird with absolute certainty that he knows his capillaries and here is the reason. He was born on the Lower East Side. When he was 16 his left ear developed a knob as

the result of the hard rights used in those regions and he adopted the barbering trade as being easier than hand scrapping. Then came that blessed war.

"E ade me," say she, "Ze guerre, nesspah? I am blisse—w'at you call wound." So I learn ze 'air dressink."

He learned the dialect, too. He knows that I know that he is as Irish as Patrick's pup, and yet he never gets out of character. Any one who can stick to a phony dialect under the circumstances is worthy of trust.

This barber for dames is not the only one who realizes the commercial possibilities of gummed English. The little shop operated during the season by Mlle. Celise—some such name; that's near enough—is closed now, of course. Her fashionable patrons are either in Europe or offering their verte brae as burnt offerings to the coasta. sun. She is precisely what a truly talented European dressmaker should be. Tall, slender, lovely, with speaking brown eyes. Her prices make Mt. Everest look like a mole-hill.

"She speaks the most beautiful French," said an enthusiastic patron. "Of course, her English is not so good."

She didn't leave the Mississippi Valley until she was 29 years old.

In strict confidence she is quoted as valuing her dialect at \$50,000. Without it she'd be a flop. It is true that her mother was French and she has something of a right to it. The German dialect isn't worth a sou, they say, for business purposes. Nor is the Italian. The French can be sold anywhere over the counter. A fine, thick Oxford is most salable in the theatrical automobile and lecturing trades.

NEW ENGINE LATELY USED BY THE C.N.R. AROUSES THE INTEREST OF ENGINEERS

New York, Sept. 10—Two events of the last several days pointed to the eventual elimination of smoke in the operation of railroads, and to the disuse, in varying measures, of the third rail and the overhead trolley in train service. Both of these incidents stand out importantly in view of recently adopted plans for the replacement of steam by electricity in large stretches of American and foreign systems.

The first event that directed attention to the revolution in locomotion energy was the run from Montreal to Toronto of Train No. 9000 of the Canadian National Railways, a new and powerful oil-electric engine that operates without third rail or overhead trolley, and demonstrated on that run its capacity for maintaining a speed in excess of the best limited on the Canadian National system.

The second incident was the announcement that within two years the smoking locomotives would disappear from the West Side of New York, the New York Central having contracted, at a price \$4,000,000, to purchase thirty-five oil-electric locomotives.

Conduct Extensive Tests

Before making public announcements both the New York Central and the Canadian National conducted extensive experiments. There is a measure of difference between the types. Those ordered from the American Locomotive Company by the New York Central are equipped with 300-horsepower Ingersoll-Rand Diesel engines and a storage battery of 213 cells weighing seventeen tons each. Each engine carries a 200-kilowatt generator, supplied by the General Electric Company. The storage tank has a capacity of 200 gallons of fuel oil, sufficient to operate the machine at full speed for ten hours.

The Canadian National locomotive, designed after 1,000,000 miles of experiment with fourteen smaller locomotives of oil-electric operation, develops its power in an adaptation of the Diesel, operated by heavy oil, which is consumed through progressive explosions rather than in the immediate explosion by which gasoline is utilized in automobiles.

No. 9000 consists of two units of 2,500 horsepower each. The engines weigh 50,000 pounds each and the entire locomotive weighs 650,000 pounds. It develops a tractive force of 100,000 pounds when accelerated and 42,000 pounds continuously.

Thus, a century after Stephenson's peculiar first engine achieved its initial success on a railroad, American and Canadian systems are turning their attention to a remarkable evolution of energy. Though still in its early stages, the oil-electric has been used in Sweden, Germany and Russia. Its principles have engaged the attention of United States Navy aviation engineers and of the British Air ministry, Mr. Brooks revealed.

Electrified Lines Abroad

While Sweden and Germany are looking to the oil-electric, they have for some years been engaged in transforming steam systems into electrified lines, with third rails and overhead trolleys.

Mr Brooks believes the third rail and overhead trolley will not be replaced on short haul systems, such as the Long Island, but that it will be used mainly on long distance roads and for switching. In the latter instance, oil-electric locomotives are expected to solve the problem of the smoke nuisance. In several cities in the United States terminals have been electrified because ordinances demanded an abatement of smoke.

TO ANY GIVEN GIRL

I do not love you 'cause your face
Has symmetry as well as dash,
Or, putting money in its place,
Because you commander the cash.

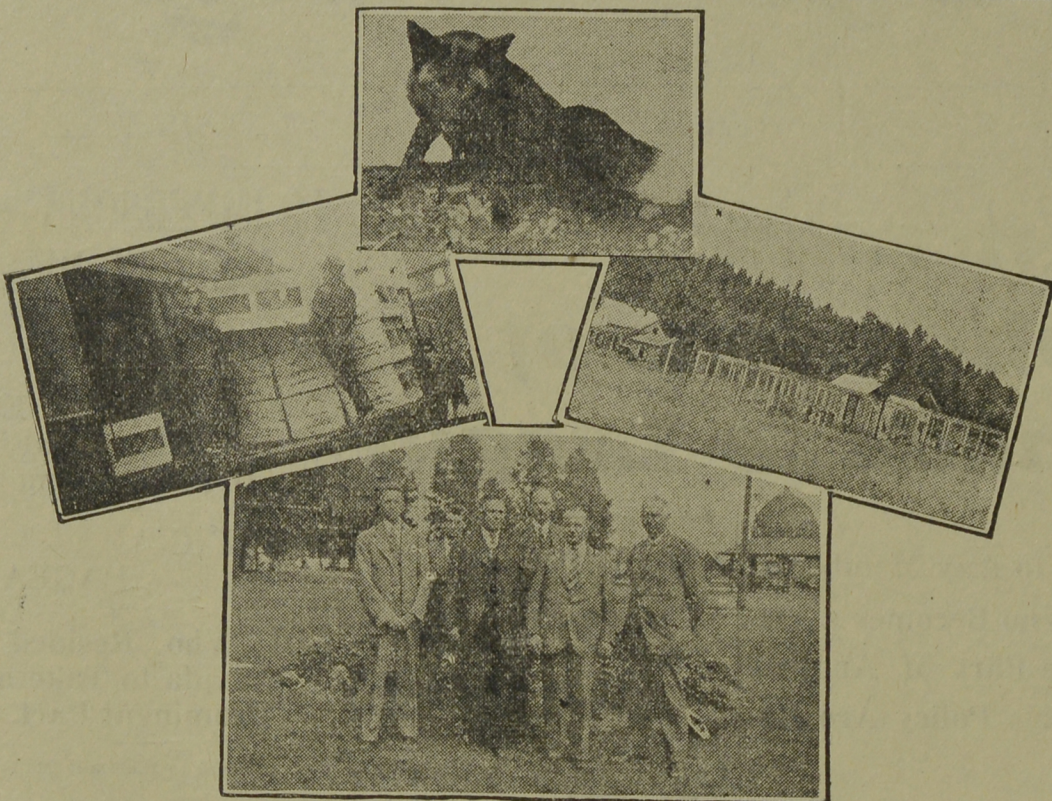
I do not love you 'cause you are
A mermaid in the social swim
I do not love you 'cause you star
At every dance, or 'cause you're slim.

I do not love you 'cause you sport
Such charming gowns, or 'cause you're
tall

I do not love you 'cause, in short,
I have no love for you at all.

—FRECKLES

A MARITIME PROVINCES INDUSTRY



Members of the American Fox Institute attending the Educational Meeting held in Moncton, N. B., August 29th. Left to right — Maxwell Lakeman of Washington, D. C., Secretary American Fox Institute; E. M. McDougall, of West Gore, Nova Scotia, Senior Official Judge, American Fox Institute; D. I. Raynor, of Summerside, Prince Edward Island, one of the oldest Fox Ranchers in the World; C. C. Avard, of Sackville, New Brunswick, Vice-President for New Brunswick, American Fox Institute, also Secretary-Treasurer New Brunswick Fox Breeders Association; L. E. Rusch, of Washington, D. C., President American Fox Institute; Dr. A. E. Randall, of Truro, Nova Scotia, Vice-President for Nova Scotia, American Fox Institute and President, Nova Scotia Fox Breeders Association.

* The Maritime Provinces, being the home of Fox farming, have attained world wide prominence in this regard, and large numbers of foxes are carried annually by the Canadian National Railways. At the left is shown a shipment from Prince Edward Island, being unloaded by the Canadian National Express from an Express car, enroute to France. At the right is one of a large number of ranches located in the Maritime Provinces.

PREMIER KING TO TOUR WEST NEXT MONTH

Vancouver, B. C., Sept. 9—Rt. Hon. W. L. Mackenzie King, Canadian Prime Minister, is expected to make a tour of the west and British Columbia during October. Hon. Dr. J. H.

King, Minister of Pensions and National Health, informed the committee of the British Columbia Liberal Association here Friday night.

Hon. Dr. King left yesterday for Victoria and will later go to Northern British Columbia.

Some men are of no more consequence than a thermometer on a pleasant day.

ALL ABOARD

Traveling surely broadens men
(And women, too, I've found);
All-round experiences then
Assemble by the pound.
Of in spite of fashion's flat
No matter how you try it,
You simply cannot diet
While traveling around!

We miss the dealers' familiar advice: "Buy your coal early."

APPLE AND RASPBERRY JELLY

Use twice the amount of raspberries for the apples and use the white part of five or six oranges to two quarts of raspberries, and a quart of apples cut in smaller pieces. The juice of an orange or lemon should be added if the apples are very ripe and not acid. This is made the same as the blackberry jelly from the extractions.

A small amount of jelly may be made from time to time to suit the convenience of the busy housewife. The fresh jelly is very appetizing with hot bread or with the meat course

Credit must be given the weather bureau for never making use of the word absolutely."

PUBLIC NOTICE

To the Estate of George A. Beatty, late of the City of Fredericton. TAKE NOTICE that it is the intention of the City of Fredericton to appropriate the following described lands, that is to say:—

"A piece or parcel of land situate, lying and being on the southerly side of Needham Street, in the said City of Fredericton, beginning at a point on the street line on the said southerly side of Needham Street, distant 571 feet along Needham Street from the westerly side of Regent Street thence running in a southerly direction at almost a right angle to Needham Street along the upper side line of the late Peter Malloy's land, a distance of 247 feet to the line of land owned by the Roman Catholic of St. John, and known as St. Dunstan's School lot; thence in a westerly direction along the line of said School Lot a distance of 40 feet; thence in a northerly direction for a distance of 245 feet to the southerly side line of Needham Street; and thence in an easterly direction along Needham Street a distance of 38 feet to the place of beginning, containing about .22 acres.

The estimated value of the said lands is Two Thousand Five Hundred Dollars.

This notice is given pursuant to the provisions of the Act 2 Geo. V. 1912, Chapter 100.

Dated the seventh day of September, A. D. 1929.

(Sgd.) FRED I. HAVILAND.
City Clerk.

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where a small sum of money will purchase a lot of knowledge, pleasure and satisfaction.

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