

## THE MARITIME PEOPLE HAVE FAITH IN SIR ANDREW DUNCAN

Halifax, Aug. 23—The Royal Commission on Maritime affairs has about completed its evidence-hearing sessions, and such public interest as there is in the matter is now centred upon the probable finding of Sir Andrew Rae Duncan and his associates. As a matter of fact, the material brought out at the various sessions has been distinctly disappointing to the general public, although it is not easy to place a finger exactly upon the reason for this feeling. It is not because sufficient verbiage has not been expended before the commission—the trouble seems to lie in the fact that much of it was what Sir Andrew, at Sydney, referred to as "oratorical license," that is, very positive statements on one matter and another unsupported by much that could be called evidence in the legal sense of the word.

Here and there witnesses have come forward with concrete evidence of what they called "discrimination" in freight rates and other matters, but these witnesses have been the exception and not the rule. The principal hope of the plain people of the Maritimes rests not upon the oratory of these who have read briefs before the board, but upon the chairman himself.

The successful mediation of the British knight in the coal dispute of a few months ago was due not so much to the evidence put before the board by the miners and operators as by the facts and figures dug up by Sir Andrew and his assistants themselves from the books of the corporation.

The hope is that something similar will occur in the present instance—

that Sir Andrew from his wide experience will be able to get a clearer view of the real ills of the Maritimes than can be obtained by Maritime leaders who are too close to the situation to get a proper perspective.

What Maritime people hope is that Sir Andrew will be able accurately to determine and tell them how much of their depression of recent years is due to geographical position and the acts of God, and how much to the neglect of cussedness of the provincial and federal authorities. With this basis to work from, the Atlantic region will then be able to begin the work of rebuilding its shattered fortunes as the coal industry is now being rebuilt.

### The Maritimes.

(Brantford Expositor.)

The general election is overshadowing the Maritime commission, which is endeavoring to locate the causes of the dissatisfaction in the provinces by the sea. Just so the recent good crops in the West, coupled with the continued good price for Canadian wheat, have silenced much of the complaint coming from the prairies. But times of depression are the opportunity of the man who fails to secure an adequate reward for his labor and risks. Few of us but what would groan when the shoe pinches. In the Maritimes, however, the commission can throw some light on the market question. For example, if British Columbia and Oregon can profitably ship apples to Brantford, why cannot the Annapolis Valley, which has the advantage of a shorter haul? Why do the Maritimes import eggs which could well be produced on their own fertile lands? Why do Canadians prefer Norwegian sardines to those produced in Canada? The answers to these questions might aid the Maritimes to regain the proud position they once held.

Hobbes—When it was time to go I found that I hadn't a single decent necktie.

His Wife—Well what did you wear?

Hobbes—One of those loud socks you gave me for my birthday—nobody knew the difference.

### SONGS OF THE SUMMER.

The Cabin  
When the screens have all been mended  
And painted a daring green  
The rowboat patched and pitched again  
And nicknamed Water Queen.

When the garden's hoed and weeded twice,  
When the rustic swing's been fixed  
When the rain spouts have been soldered  
And the fishing lines unmixed.

When the roof's been taken care of  
So no one minds the rain  
Ah then, vacation's over and  
It's time to leave again.

—JAMES A. SANAKER in Chicago News.

### JOHN'S TURN.

Motoring with one's wife should be the most enjoyable recreation there is. However—with blame placed upon neither husband nor wife—it is not always considered an event in which one might delight.

O'Grouch and Mrs. O'Grouch were taking their customary Sunday trip to the country and on this particular Sabbath day things had not been going as smoothly as it was possible for them to go.

"The car is behaving very well today Jane," said O'Grouch who was trying to win his way to peace and quiet for at least a few miles.

"I know," fleshed back the better half. "Now, it's up to you, John."

## Sour Stomach

"Phillips Milk of Magnesia"  
Better than Soda

Instead of soda hereafter take a little "Phillips Milk of Magnesia" in water any time for indigestion or sour, acid, gassy stomach, and relief will come instantly.

For fifty years genuine "Phillips Milk of Magnesia" has been prescribed by physicians because it overcomes three times as much acid in the stomach as a saturated solution of bicarbonate of soda, leaving the stomach sweet and free from all gases. It neutralizes acid fermentations in the bowels and gently urges the souring waste from the system without purging. Besides, it is more pleasant to take than soda. Insist upon "Phillips." Any drugstore.

## TIPPING IN FRANCE HAS BEEN REDUCED TO A FINE ART; WARNING GIVEN TO TOURISTS

Hints to American travelers on their first arrival in France are contained on the following bulletin from the headquarters of the National Geographic Society:

"A day or so before reaching port you will have visited the purser's office on shipboard to have a small amount of money changed into French currency," says the Bulletin. "Your boat-train ticket to Paris and a seat assignment will have been purchased on shipboard also. On stepping ashore you must pass through the customs room, assuring the French officials in particular that you have neither perfume nor cigarettes. Then you show your seat slip to your porter and follow him to your compartment. When he stores your hand baggage in the racks you are ready to make your first expenditure in French money.

### Gentle Art of Tipping.

"If you have only one or two light bags, five to eight francs will be about right; if your luggage is heavy, ten to fifteen will not be too much. Whatever you give will probably be received with scorn or with an indignant protest, for the porters have learned that this is a profitable attitude toward newly landed Americans. Don't be stampeded into doubling the fee on the spot, as a certain number of Americans inevitably are. If you feel you have been generous enough, wave the protesting gentleman away. If you feel that the amount should in fairness be revised upward, give an extra franc or two and he will probably go off happy.

"With your baggage in place, you will find it worth while to saunter along outside your train until the odor of cooking food and a sign 'Wagon Restaurant,' on a car-side tell you the location of the dining car. Near the steps you will probably find an official busily tearing colored tickets from a pad and passing them to your fellow travelers. The latter are making their seat reservations for luncheon, a custom which you soon wish might be introduced into America.

### Dining Car Seats Reserved.

"In Europe there are no long lines of weary and hungry passengers blocking dinner car corridors while they watch the fortunate diners, hoping each mouthful will be the last. Instead tickets are issued for the exact number of persons to fill the available seats, after which applicants must take tickets for a meal forty-five minutes later or earlier. Finding the reservation attendant early will give you a choice of the first, second, third or fourth 'series' of tickets. He will visit your compartment later, to be sure, but by that time you may have no choice other to eat what should be a mid-day meal at either 10 o'clock or 2.

"While you are waiting for your train to start you can begin some observations of French railway equipment. You have been struck already by the extremely awkward and steep steps that lead into the coaches. In America, such steps would result in a succession of broken legs and necks and endless damage of suits; but apparently they cause little inconvenience in France. You wonder how any but the most agile of youthful travelers manage to negotiate them.

### First Class Compartments.

"The coaches on the trains which operate from the chief ports to Paris are now mostly of the corridor type, almost as long as the standard coaches in America though not so high nor so heavy. The corridor extends down one side while on the other the space is divided into small compartments, seating six people each. You have looked upon first class, perhaps, as promising a certain amount of luxury; but you are disappointed to find that first class, on boat-trains at least, is little better than the day coach service in America. There is relative privacy, to be sure, since you have only five traveling companions, but three of these must ride backwards, sitting directly across in their rigid seats, necessarily staring at the passengers opposite them. In the American day coach, you recall, the seats are at least one behind the other.

"The locomotives are not vastly different from those in America except that most of them are somewhat smaller. You come to think of these locomotives as much smaller than they are because of their shrill, piping little whistles, like those of steam-shovels back home. The tenders are piled high with large black bricks the size of paving blocks. They are euphemistically called 'briquettes,' and from the fires built of them pours a particularly sooty, black smoke. In the outer yards are great artificial mountains of coal dust from which the blocks are pressed.

### "Thumb-Screw" Couplers.

"The coachés do not have automatic couplers of the American type, but instead are fitted with hand-operated devices in which the slack is adjusted by the turning of a large nut on steel threads. This arrangement is prized highly by Europeans and Englishmen, who find the jerks of American couplers in starting and stopping most disconcerting. But Americans cannot avoid thinking of toy trains fastened together by thumb screws.

"It is the little gondola freight cars that you pass in the yards when your train gets under way that bring the keenest memory of your toy train days, however. They look like slightly overgrown farm wagons with their wheels close together near the middle. The wagon illusion is heightened when you see that much of the switching is done by horses, usually in tandem who have no difficulty in drawing these little vehicles and their loads.

### Baggage Through the Windows.

"The windows of French passenger coaches must be rated far superior to those of American cars. They are very large and it doesn't require the strength of a prize fighter or a football hero to open them. Usually a reasonable tug will lower the large, single glass plate almost out of sight.

"These windows, incidentally, figure largely in French travel. Most of the hand baggage moves in and out of them. When your train draws up to the platform of your terminal station, a long string of porters stands in readiness. The porter opposite your window is your man, or more properly, perhaps, you are his. The generally accepted method is to hand him your luggage through the window noting the number of his badge and then to join him as quickly as possible. You grow to prefer this method to the tantalizing slow procession down an American car aisle, your suitcase of the man behind bumps you."

## NARROW GAUGE ROAD IN P. E. I. TO DISAPPEAR

(Moncton Transcript.)

The passing of the last of the narrow gauge track on the Atlantic Region of the Canadian National Railways is almost at hand. On Sunday from Charlottetown to Souris wharf a distance of 56.08 miles, and from Mount Stewart Junction to Georgetown, 24.1 miles, and from Elmira to Harmony, the gauge will be widened from the present 3 feet, 6 inches to the standard 4 feet 8 inches. This will leave only one branch line, that to Georgetown, with the old-fashioned gauge.

The work, it is planned, will start at sunrise and it is expected that by sunset it will be completed over the whole distance. It is not expected that many new rails will be set at the present time as the 56-pound ones now in use are in good condition and will be permitted to remain, at least for the time being.

The changing of the gauge will eliminate one of the most peculiar problems in railroading that has ever been encountered, at least in this part of the Dominion. For several years the other end of the Prince Edward Island system has been standard gauge and for some distance the tracks are common, particularly in the yards. This necessitated a third rail and very complicated switching methods.

As for the rolling stock on the line, much of that in use for years has already disappeared by way of the scrap heap. What remains will be used on the one narrow gauge branch although some of it will probably be sold as was done when other track was widened.

As that time it is understood the engines were disposed of to a broken and then resold to contractors and in some cases to the Reid Newfoundland railway where they are reported to be still in use. Some are said to be almost fabulous in age, going away back into the early eighties of the last century. Others, of course, are much the same as the most modern engines in use of the road, with their super-heaters and other equipment, all, of course, in miniature.

She: Are you sure that it was a year ago today that we became engaged, dear?

He: Oh yes, I looked it up in my check book this morning.

## COAL STRIKE IS DOOMED TO FAILURE

London, England, Aug. 23—For the first time in fifteen weeks the British mine owners are hopeful that the striking miners will resume work, possibly before the end of this month. The coal strike, which has cost the country more than \$1,000,000,000 has proved a complete failure because, first, the mine owners, well organized, made up their minds to fight the miners to a finish, and, second, because the miners lack good leadership.

A. J. Cook, secretary of the Miners' federation, who at first enjoyed the full confidence of the mine workers, has not proved to be a brilliant diplomat. After preaching for weeks to the miners to stick to the slogan, "Not a minute more work, not a penny less pay," he suddenly realized that the miners' funds were running short and that cold weather was approaching, and, panic-stricken, implored the miners to accept proposals providing for less pay and for a seven-hour day.

### Reject Cook's Plea.

Although Cook's plea has been rejected, the miners, scared by this climbdown, are willing now to discuss terms with the owners independently of the federation. This the owners are willing to do since their principal aim during the struggle has been to annihilate the prestige of the federation, which they accuse of being responsible in the main for all of Great Britain's labor struggles in the last thirty years.

"The miners' federation has committed suicide," declares one of the mine owners. "The miners now realize the folly of placing the fate of themselves and their families in the hands of third-rate politicians. We have always been able to come to agreements with our own workers, but our efforts invariably have been handicapped by the uncompromising attitude of trade union officials who seem to think that they are paid by trade union members simply to cause trouble. We have paid dearly to fight out our battle but we hope to be repaid in the circumstance that the miners are losing faith in their leaders and will listen to them no longer. We are looking forward to a long period of peace in our mines."

### Strike Leaders Gloomy.

At the headquarters of the miners' federation the officials are gloomy. They admit that the miners have been starved out by the owners, and sooner or later will be forced to turn to work.

"But they will go back solemnly," the federation officials assert. "What can the mine owners expect from workers who are compelled to accept inhuman terms? The victory of the mine owners means that none of the recommendations of the royal coal commission, especially that regarding the reorganization of the mines, will ever be enforced. It means that sooner or later a new conflict, and probably one more severe, is bound to break out.

## DOES NOT PLAN TO INCREASE RAIL RATES

Lethbridge, Alta., Aug. 22—"I do not propose," declared Premier Meighen here Saturday night, "to take any step to increase railway rates either east or west."

"I do not propose," he said further, "to take any step which will result in increasing the burdens on the west in any way. I am opposed to different treatment for different parts of our country. I believe that if Parliament is to fix rates for any special part of the country, that is what I contended two years ago, and I think events have shown that I was right."

Mr. Meighen proceeded to say that the Maritimes now felt that they were discriminated against.

"If you lived there," Mr. Meighen said, "would you want Parliament to take action in regard to one part of the country and not do it for the Maritimes? You would want the same principle adopted everywhere, wouldn't you? But I don't propose to take any steps to increase rates either east or west. I did propose to take steps to pay a portion of the rates assessed by the railway commission in favor of the east and west for the reason that those portions of our country are far distant from the thickly populated centres where certain parts of their products should be sold."

Mr. Meighen instanced coal, in this connection, as a product the transportation of which could be assisted.

"Dear, I'm broke."  
"So's your old man."

# A LITTLE THING

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