

## SIR WILLIAM TYRRELL IS ON VISIT TO ROME, CONSULTING MUSSOLINI AND THE POPE

London, April 26—Keenest speculations have been aroused in the diplomatic world by the supposedly private pilgrimage which Sir William Tyrrell, permanent Under Secretary of Foreign Affairs, and recognized as one of the most astute diplomats of Europe, is now making to Rome. It is an important "gumshoe" mission at a time when Mussolini's created magnetic storm in Europe is generally believed.

In the opinion of the Liberal Westminster Gazette it is probably dictated by the desire of the British Government to seek some important assurances from Mussolini about Italian aspirations in the Middle East. But, according to one opinion expressed to The Sun correspondent today, Sir William's visit to Rome may prove to be directly connected with the ques-

tion of the Vatican's attitude toward the aspirations of certain Latin States particularly Brazil and Spain, for permanent seats in the League of Nations Council. He already has been received by the Pope.

### Statement by Cecil.

During the recent ill fated Geneva meeting which failed to elect Germany to the League and to a permanent Council seat, it was openly suggested that the sympathies of the Vatican were with both Spain and Brazil in their quest for permanent seats.

Tyrrell's visit assumes a greater importance in view of the significant statement made in the House of Lords yesterday by Viscount Cecil, who will be the principal British representative when the question of the League constitution and possible changes come up next month at Gen-

eva. Viscount Cecil declared that the British Government was free now from any obligation that might have been made in the past with reference to membership in the Council.

In this regard he added pointedly: "There is no danger whatever that Spain would be under any delusion on that point."

### New Situation Arises.

But of even greater significance was the cryptic statement that a new situation had arisen since Chamberlain went to Geneva and Britain was now unfettered. This is taken by some politicians as an indication that the Government itself has extricated its Foreign Secretary from some web in which he had enmeshed himself.

Sir William Tyrrell's visit to Rome undoubtedly has a two edged importance. On one hand it is connected with the question of Italy's Middle Eastern policy and on the other it is in the nature of an inquiry into the Vatican policy on the League of Nations issue.

Since they have taken "At Rest" off the caskets the sad words might be put on the feet that ride the desk.

## THIRTY-ONE NIZE BABIES

### SAIL FROM N. Y. ON LINER

"Nize babies" ate up all the space on the United American liner Cleveland, which sailed today from Pier 86, North River, for Cherbourg, Southampton and Hamburg, leaving behind it a long thin wall. The wall was the combined production of thirty-one babies lined up on the garden deck of the liner and not caring for it particularly.

Not ever, in the memory of the oldest member of the ship news reporters' association, has one ship sailed with so much the appearance of a nursery. Never, so far as is known, has any one vessel had aboard twenty-two baby carriages at one time. The nine pedestrian babies are just for good measure.

Babies started coming aboard early, to the growing surprise of the ship's officers. They came singly and in pairs, in arms and in baby carriages.

But the climax was reached when ten porters, crooning softly went down the pier wheeling ten carriages, squeaking slightly.

The porters started off briskly to the sound of march strains from the ship's band. But the band leader saw the procession and was equal to the emergency. He switched to "Rocked in the Cradle of the Deep," and from that to "Rock-a-bye Baby in the Fore-top," which was almost equally appropriate.

The garden deck was set aside as an infantry and the carriages lined up neatly. Then all of the babies started crying and a boatswain's mate had to go and whistle to them. He was still whistling when the ship sailed, but the babies didn't care for it in any great numbers.

Capt. W. T. Hillman said that he would do everything he could and

thirty members of a California Turnverein, headed by Karl Sodemann, promised to do gymnastics.

There are 425 passengers on the Cleveland. As she sailed 424 of them said: "Nize baby." The 425th doesn't speak English, although what that has to do with it. . . .

March, really having a silver lining, looks best inside out.

## City of Fredericton

### Tenders for Printing

Tenders will be received up to twelve o'clock noon on Friday, April 30th, 1926, for supplying stationery and job printing as required by the City of Fredericton from May 1st, 1926, to April 30th, 1927.

Specifications may be seen at the office of the undersigned.

The lowest or any tender not necessarily accepted.

C. FRED CHESTNUT,

City Clerk.

City Hall, April 26th, 1926.

# Why do motor cars cost more in Canada than in the United States?

Here is one of the big reasons  
accounting for the difference:

Last year manufacturers of motor vehicles and parts in Canada  
paid the Canadian Government---

In customs duties on parts and materials - - - - -	\$10,000,000
In sales, excise and stamp taxes - - - - -	7,400,000
Total - - - - -	\$17,400,000

Meanwhile, the number of motor vehicles they made and sold in Canada was - - - = 84,000

Dividing one into the other it is obvious that on each such car the Canadian Government collected in taxes - - - \$207.14

Therefore, every person who buys a made-in-Canada motor car has to pay a price that includes an average of \$207.14 which the manufacturer has had to collect for payment to the Canadian Government!

So don't lay the blame for this on the Canadian manufacturer!

## Automotive Industries of Canada

Representing

25,000 workers --- an annual production of \$107,000,000 --- 100,000 dependents