

INDIA'S ONE WOMAN RULER ABDICATIONS HER THRONE

London, May 20—India's only woman ruler, her highness the Begum of Bhopal has abdicated her throne in favor of her son, Nawar Zada Hamptdilla.

For a long time she had contended for the Islamic right to name her successor, who, under ordinary procedure should have been the son of her deceased eldest son, Nawar Nasurulla Kahn. The British government finally acceded.

The abdication of the begum brings to an end a period of 80 years of female rule in the little state of central India of 6902 square acres, with a population of about 700. She had ruled Bhopal for a quarter of a century with vigor and statesmanship. Although now 68 years old, she still is mentally and physically vigorous. Nevertheless, she long had wished to see her only son established as her successor before her powers failed her.

Accordingly she came to London last September with her son and his three young daughters to arrange matters with the British government. The necessity for the special arrangement lay in the fact that two elder sons, both of whom died in 1924 left sons, and the eldest son of the eldest son stood next in line of succession according to the laws of primogeniture.

Is 31 Years Old.

Nawab Zada Hamidulla is now 31 years old. He has been carefully trained in statesmanship under his mother's direction. He was on the staff of the Prince of Wales during the prince's visit to India and also served in the world war. He has a splendid reputation.

It is understood that if the government had not granted the begum's request to name her successor she would have remained on the throne rather than turn over the rule of Bhopal to a minor. Having succeeded in her efforts it is said she retires happily from the care of government. She is still in England with her family, but will return with them to India during the week.

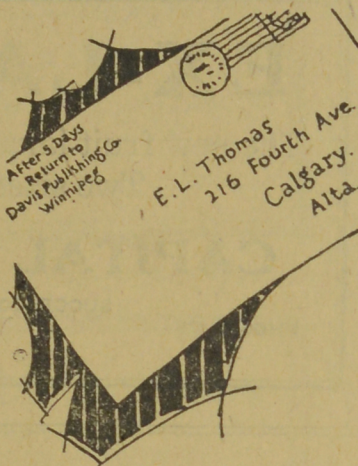
The begum adheres strictly to the rule of Islam calling for women to

conceal their faces. When she came to London last September to make her plea with the British government she was accompanied by a large entourage of turbaned ministers. When the Prince of Wales visited India the quiet dignified and heavily veiled princess met him at the railway station, later in the sunny courtyard of her palace she formally introduced the visitor amid a scene of splendor resembling the Arabian nights.

Among the begum's noted gifts was 935,000 for a girl's school in Delhi. While on a visit to London she ordered 2500 watches for her people in India. She is strongly for the enforcement of prohibition and has declared that in Bhopal men no longer beat their wives now that her country is dry.

Married men are nearly all great inventors—of excuses.

BLUNDERS



WHY IS THIS WRONG?

Thousands of letters are delayed in delivery from two to ten hours in big cities because business men do not place their return street address on letterheads and envelopes. Even though a company may be an important one, all postal employees do not have its address committed to memory. Consequently its mail will surely be delayed if persons who must reply to its letters are given no street address.

LILLIAN GISH GETS IDEAS FROM DOGS

Culver City, May 20—Animals give Lillian Gish many ideas for her work before the motion picture camera.

Often when she is playing a scene in which the character is supposed to be very happy, she may be seen spinning around on her feet. She does it because her dog reacts the same way to the same emotion.

"The means of showing emotion are limited on the screens," she said. "We have only facial expression and gestures. Therefore, the simplest way of expressing anything is the natural way. We must show what we mean in the elemental way—in the animal way—since we can understand animals although they do not talk to us. They have a great gift of naturalness."

HAS SHOCKED THEATRICAL HIGHBROWS

London, May 20—Sir Gerald du Maurier, the celebrated actor son of the author of "Tribby", again has shocked theatrical highbrows.

He declared that his ideal part is the one "that is most successful in the eyes of the majority." This is treason in the eyes of critics and playgoers who think there is no art in any drama which plays to large crowds and affords genuine amusement to the masses.

"I leave Shakespeare to the other people," Du Maurier said. "I just go on being an exponent of the modern 'natural play to the best of my ability'."

Ship Passenger—Captain mother feels seasick. What shall I tell her to do?

Captain—Needn't tell her nuthin'—she'll do it.

Papa (to his little son)—So the boy next door said you looked like me. And what did you say to that.

Son (grumpily)—I didn't say nuthin'; he's bigger than I am.

WHAT AILS THE MARITIMES DISCUSSED BY SUSSEX MAN IN MACLEAN'S MAGAZINE

Writing under the caption, "What Ails the Maritimes?", in the June 1, issue of MacLean's Magazine, William Boyd Macdorm, of Sussex, N. B., discusses the Maritime Rights question with a dispassionate frankness that will secure him a sympathetic hearing from all Canadians who are concerned about maintaining the solidarity of Confederation.

"No amount of partisan argument can explain away Maritime discontent in terms of politics," declares Mr. Macdorm. "The Liberal debacle in the Provinces by the Sea at the last Federal election was not a Conservative victory," he says. "It was a protest against the indifference of Canadian legislators to the industrial and economic needs of those provinces."

"The root of the trouble," he continues, "is to be found in the question 'Is Canada playing fair with the Maritimes?' and that in turn leads to the question: 'What exactly are Maritime Rights?'"

"The latter term," points out the writer, "explains nothing. It is a misnomer. It was born of the exigencies of politics. It has become a party slogan. It belongs to the same species as 'Canada for Canadians' and 'The Full Dinner Pail.' Its meaning has been lost in the pother of partisan bickering. It implies a belligerent, chip-on-the-shoulder attitude strangely repugnant to the Maritimes type. Many leaders of Maritime life disown it. Yet, for all that, there is a feeling deep-seated and resentful, that the rest of Canada has not played the game squarely with the Maritimes."

Mr. Macdorm does not absolve his fellow Maritimers from all responsibility for the conditions which have given rise to the current agitation. "With some notable exceptions, our people are very much lacking in initiative. They will not go forth and work with what tools they have, blunt though these may be. Wooden vessels are not being built and the Maritime ship-builders cannot, or will not, build steel ones. They are gloomy and pessimistic. The visitor remarks, 'What a fine day!' and gets the answer, 'Yes, but it's going to rain tomorrow.' 'Furthermore,' the writer adds, "the Maritime merchant should get out of the old rut."

Apart from such considerations as these, however, Mr. Macdorm finds that the Maritime complaint is far from being foundationless. For one thing, he claims the rest of Canada has not lived up to the spirit of the

clauses in the Confederation agreement which guaranteed the Atlantic provinces railway connection with the Central Provinces. True, the railway was built and is still functioning, but it is not operating as it was designed to operate because of what the Maritimer considers unjust discrimination in rates. For example, the express rate on fish from Prince Rupert to Chicago, a distance of 3,596 miles is \$3.93 a hundred pounds, while the rate from Halifax to Chicago, a distance of 1,669 miles, is \$5.37 a hundred pounds. Also, the potato grower in Guelph, Ontario, can ship 760 miles for 47 cents where the grower in Charlottetown, Prince Edward Island, ten miles closer, pays 50½ cents.

This phase of the question the writer closely associates with the slow development of Maritime ports. Why, for instance, are the Halifax grain elevators "little more than pigeon roosts?" Mr. Macdorm finds one explanation in "the flaunting of such advertisements as 'Portland, Maine, the natural winter port of Canada.'" The people of the Maritimes, he admits, have been told over and again that the flow of grain to the Atlantic seaboard is governed by deep-seated economic causes but: "We are not yet convinced that grain cannot be shipped to the Canadian Atlantic ports, and there is rankling in our minds a feeling that the selfishness of those living along the great waterways from the city of Fort William to the city of Montreal has been placed upon a pedestal while the national good has been sacrificed to the good of personal greed."

"Another sore point with the Maritimer," continues Mr. Macdorm, "is the distribution of Federal taxes illustrated by the fact that since Confederation the Dominion Government has expended \$280,000,000 on canals in Central Canada, whereas 'the Maritimes have received \$660,000 for a drain in Cape Breton.'"

It is such considerations as these which cause Mr. Macdorm to exclaim: "Is it any wonder that rumblings of secession have been heard in the Maritime Provinces?"

Additional interest and value is attached to this timely discussion of a vital Canadian question by reason of the fact that the editor of MacLean's has afforded Lore McDonald, assistant freight traffic manager of the Canadian National Railways, an opportunity of discussing Mr. Macdorm's freight rate figures from the standpoint of the railways.

SETTING SMALL EGGS IS NOT A GOOD PRACTICE; PULLETS SO HATCHED WILL LAY SMALL EGGS

These are very few of the hens in the laying contests that are now laying undersized eggs, and most of them show points well in advance of the number of eggs laid. Hens should not be tolerated in the breeding pens that do not lay eggs weighing at least two ounces when 12 months old, but as long as the practice of setting small eggs, eggs from immature pullets, is continued, it is hopeless to expect standard eggs much before six months have elapsed after the hen has commenced to lay.

Variation in Hatch.

There is always considerable variation in every hatch in the time required to hatch eggs. Some of the chicks are off, perhaps, on the nineteenth day, while others require 22 days to get out of the shell. This is probably due to the early maturity factor in the breeding stock, and it will likely be discovered that the early hatched chicks will be found, if pullets to come into lay from a week to a month ahead of the later ones.

Start Culling Flock.

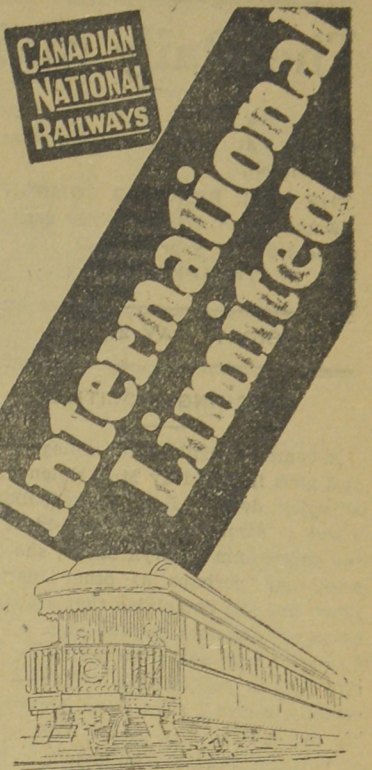
It is not now too early to begin to cull the laying flock, although the general culling may be delayed a month or two longer. A constant watch should be kept to get rid of those layers which are ceasing to be productive, and whose retention will probably mean expenditure for feed without any compensative return. But this should not be overdone. It is a mistake to get rid of hens which have proved themselves to be early and good producers, because their natures are now carving a rest. The object of culling is to eliminate the "drones," that are unprofitable. It has also the advantage of giving the good producers more room at feeding time, less crowded perches and cooler quarters at night.

Give Chicks Sunshine.

Give the growing chicks all the sunshine you can. Birds that have not access to the unstrained rays of the sun do not develop as rapidly or as well as those that have. Glass substitutes which let through the short rays are all very well when the weather is cold and stormy, but there is nothing quite so good as getting them out into the open. Care must be taken to keep them out of cold winds and drafts, however. This can be done by using boards or old bagging at the bottom of the fence. Chicks that are out-of-doors for a goodly part of the day will not likely suffer from rickets, or weak legs and drooping wings, and unless they are allowed to become drenched with rain will escape a lot of other troubles. There is nothing that quite equals the out-of-doors for growing chicks.

Loss in Incubating.

One of the greatest obstacles to success in commercial poultry keeping is the heavy losses in chicks which are met with in artificial incubation and brooding. Only those who are engaged in the industry in a big way have any idea of the high mortality rate that is encountered on the average commercial farm. Not more than half the eggs that are set produce chicks, and in many cases very little more than half of these are raised to the marketable or production stage. There are many factors that are responsible for this condition, and these present a wide field for investigation and research work as the losses in the reproduction periods are the chief menaces to the poultry industry. It is not too much to say that if these losses could be avoided the profits of the poultrymen would be doubled.



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Bewitched.

It is not grip and is is not flu And you don't know what on earth to do

To cure the devastating thing This sharp possessing itch called spring!

You're chained to your desk; But it gets you there; It hunts you down In your secret lair; It clasps your body With sharp sweet pain As it chants this Pagan-jazz refrain:

"Stop your folly And come with me Out to the meadows Or down to the sea; Let yourself go Adrift downstream; Don't work just rest; Don't think just dream!"

You used to be a godly soul With work for starting place and goal But something snapped—your steering gear Is twisted now it will not steer So all you know and all you hear:

Is this: "Don't work, Don't think, just dream! Few dangers lurk Afloat, midstream Just rest, just lie And watch the sky As fleet of dream Go sailing by!"

It is not grip and it is not flu And there's nothing you can say or do To shake her off, this crazy thing This sleazy, lazy witch called spring.

"Let yourself go Adrift downstream Don't work, just rest; Don't think, just dream!" Elizabeth Newport Hepburn in New York Times.

"The doctor pays you a lot of visits." "Yes but they don't all pay the doc."

CANADIAN NATIONAL RAILWAYS

Buffet Sleeper Service, Saint John-Edmundston.

Commencing Monday May 17th, the Sleeping Car Service now in operation between Saint John and Edmundston via Canadian National Railways will be replaced with a Buffet Sleeping Car Service, which will enable passengers to obtain meals enroute. This service will be of great convenience to those travelling between these points.

F. W. ROBERTSON, General Passenger Agent.

Where An American Hangs His Hat

Once a hat was not just a hat; it was also a badge of sectionalism. That was when the broad-brimmed Stetson and the nobby derby seldom met. When South, East, North, West lived differently, dressed differently, and thought differently. When a traveling American could feel like a stranger in his own land.

Before advertising—

But now Mrs. Green of Boston and Mrs. Brown of Paso use the same vacuum cleaner, face powder, soap; Adams of Boston and Sims of Seattle are alike in the cut of their clothes. And where an American hangs his hat, within the borders of these United States, he feels at home. Advertising did that.

Advertising is still at work helping to make these states united. Here is a better bed, a handsomer shoe, a more delicious food. Let it be known from Maine to California, from Washington State to Florida! Here's a healthier way to live, another safeguard for your family, a new service of self-improvement. Spread the news everywhere!

Advertisements.

Read them. They are Couriers of Progress and Unity. Without them you'd lack half the comforts you now have. Ignore them and you'll miss many a good thing to come.

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ADVERTISEMENTS EVERY DAY