



RIGHT HON. W. L. MACKENZIE KING, LIBERAL LEADER, WHO YESTERDAY LED HIS PARTY TO VICTORY.

GOOD ROADS CONVENTION TO MEET AT EDMONTON SEPT. 28; A FINE PROGRAM ARRANGED

The working basis of co-operation between the Canadian Good Roads Association and the American Road Builders' Association, reached at the Canadian body's convention at Quebec last year, has resulted in closer relations and the inter-change of mutually beneficial information and services. Another evidence of the international rapprochement between these two important national organizations is seen in the communication received by the secretary-treasurer of the Canadian association from H. G. Shirley, of Richmond, Va., state highway commissioner and president of the American Road Builders, stating that he is naming delegates to represent his association at the thirteenth annual C. G. R. A. convention, which is to be held at the Macdonald Hotel, Edmonton, on September 28th, 29th and 30th.

The hospitable citizens of Edmonton, as represented by influential local committees, will give the convention delegates a cordial greeting and have arranged a variety of entertainments for the occasion. Eastern delegates will be able to take advantage of the summer tourist rates, which are lower than the usual convention rates, and in addition they will have the privilege of extending their trip to the Pacific Coast at a slight additional fare, with choice of another return route if desired.

Social and recreational features of the convention will include a reception by the Lieutenant-Governor on Tuesday afternoon and a concert and dance in the evening, a special luncheon on Wednesday and the annual dinner at night, and a drive over the provincial highways as guests of the Alberta Government on Thursday. Other special functions are being arranged for the ladies attending the convention.

Outline of Programme.

The programme for the Good Roads Convention, now assuming its final form, shows few changes from the tentative programme sent out a month ago to the members of the association and to the press. The convention will be officially opened at 9.30 a. m. on Tuesday, September 28th, by His Honor William Egbert, M. D., Lieutenant-Governor of Alberta, the initial session being devoted to addresses by highway ministers and other prominent delegates and to replies by officers of the association to the addresses of welcome. At the first business session, on Tuesday afternoon, S. L. Squire, chairman of the executive, will

speak on "Highways," followed by a paper on "Road-Building and Maintenance Machinery," by Major A. M. Jackson, engineer of Brant county, Ontario. R. M. McCollough, chief highway engineer of Nova Scotia, will give a paper on "Road Grading and Drainage," the discussion being led by H. R. MacKenzie, chief field engineer of Saskatchewan. "Alberta's Gravel Roads" will be the topic of C. A. Davidson, chief engineer of the Alberta highway commission, and W. F. Rosenwald, maintenance engineer of the state of Minnesota, will follow with an address on "Maintenance of Gravel Roads," with M. A. Lyons, chief engineer of the Manitoba good roads board, opening the discussion. An interesting list of subjects and speakers for Wednesday's sessions includes: "Constructing Provincial Highways and Bridges in the West under the Canada Railways Act" (illustrated), by H. S. Carpenter, deputy minister of highways, Saskatchewan; "Bituminous Applications for Gravel Roads," by R. M. Smith, location engineer of Ontario, discussion led by Patrick Philip, deputy minister of public works, British Columbia; papers by S. C. Ellis, mines branch, Dominion Government, and Prof. K. A. Clarke, industrial research department, University of Alberta, on "Alberta Tar Sands"; "Modern Use of Road Materials," by T. J. Donaghey, commissioner of highways, state of Wisconsin, discussion led by J. D. Robertson, deputy minister of highways, Alberta; "The User of the Highway," by A. R. Hannay, manager of the Rubber Association of Canada; "Commercial Use of the Highway," by J. P. Bickell, registrar of motor vehicles, Ontario; "Signs and Signboards on the Highways," by W. Findlay, Toronto; "Municipally-Owned Asphalt Plants," by F. P. Adams, city engineer, Brantford, with discussion opened by W. P. Brereton, city engineer, Winnipeg. For the closing day the programme includes: "Necessity for Further Federal Highway Aid," by A. W. Campbell, chief commissioner of highways, Dominion Government; "Uses of Cement for Highway Purposes," by A. E. Foreman, district engineer for the Portland Cement Association in British Columbia; "The Responsible Body for Road-Building," by R. A. C. Henry, director of bureau of economics, Canadian National Railways, with discussion led by T. J. Mahoney, Ontario highways advisory board; "Tourist Traffic," by J. M. Wardle, chief engineer, Canadian National Parks, Mayor Ralph H. Webb of Winnipeg leading the discussion.

Mr. Boom and Mr. Steady were business enemies but chance had placed them on the same board of directors.

One day, after an important meeting, Mr. Boom was holding forth.

"There are hundreds of ways of making money," he said, provocatively.

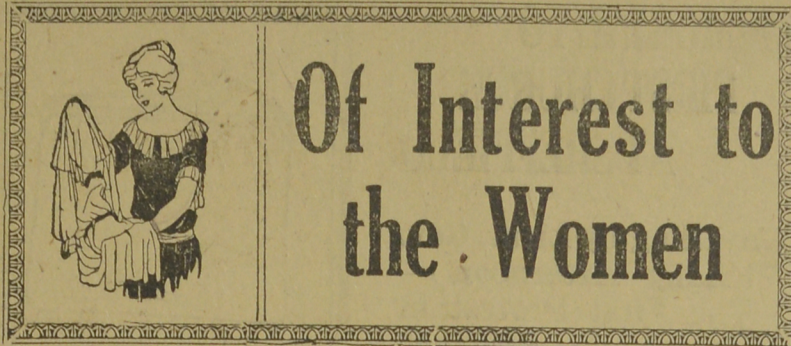
"Yes," put in Mr. Steady, "but only one honest way."

"And what's that?" asked Mr. Boom, sharply.

"Ah," retorted Mr. Steady, "I thought you wouldn't know it!"

Van Husen—I say! Why are you putting chicken feathers in those goblets?

New Butler—Didn't you tell me to serve cocktails?



Of Interest to the Women

BEADS AGAIN FASHIONABLE.

Curious that though Paris continues to impress us with the sparkling quality of her dance frocks, yet one hears that black is worn to everything worth while. This surely is accounted for by the fact that a black sequin gown may be as brilliant a highlight in an assembly as any color could be.

Reports of all the gala dinners at Deauville, of chic premieres in Paris, and of the exclusive Biarritz colony, continue to be that beads are "in" again, if indeed they were ever "out," that embroideries are once more of moment and that sequins have at last arrived. The result of all this, plus gold lace and jewels is most impressive and conjures up a picture which quite banishes simplicity.

One reads of blue, which has not particular brilliancy of suggestion until it is visualized in such terms as Capri, Mediterranean and sapphire. One reads, too, of lacquer red with gold, and one needs no further aid to conjure up a vivid picture. Even the white frocks worthy of mention are sparkling with crystals or newer still, with diamante trimmings, while gowns continue to be lovely in motion not only because of their ability to catch and reflect light, but because of the swirl of the flying draperies, as Paris goes Charleston-mad these nights.

An exaggerated V décolletage is most slenderizing—and flattering in consequence. The more daring affect them, while the more discreet either fill in the opening with flesh chiffon or an addition which does not mar the effect, or take refuge in the not quite so extreme but equally fashionable horseshoe, or U-line. It is this charming line which is cited by many as the more important.

PEACH CUSTARD PIE.

Sift together one half cup of sugar, three tablespoons of flour and one eighth teaspoon of salt, add the beaten yolks of two eggs, then pour on gradually one and one-fourth cups of top milk. Cook in the double boiler, stirring constantly, until the mixture thickens. Chill and beat in one fourth cup of rich cream, three fourths teaspoon of vanilla and three mellow peaches peeled and sliced thin. Chill on ice; turn into a previously baked pastry shell and spread with a meringue made of the whites of two eggs, two tablespoons of sugar and flavored with a few drops of almond extract. Place in a moderate oven to cook and brown meringue. Serve cold.

PEACH COMPOTE.

Scald two cups of milk in the double boiler, gradually add one half cup of farina, while stirring constantly. Then the mixture thickens add one fourth cup of sugar, one half teaspoon of salt and continue cooking twenty minutes; then fold in the whites of two eggs beaten until stiff. Turn into a slightly buttered shallow pan and keep warm until serving time.

Peel six ripe peaches, put into a saucepan, and three tablespoons of water and a scant half cup of sugar, cover and simmer slowly until the fruit is soft. Cut the farina into squares set a peach on each square and pour over all a sauce made as follows:

Dilute one half tablespoon of corn starch with one tablespoon of cold water. Stir it into the remaining syrup in the saucepan and heat to the boiling point let boil gently five minutes; then pour slowly, while constantly stirring, over the yolks of two eggs beaten until thick and lemon tinted. Add two teaspoons of lemon juice and a sprinkle of salt.

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A SIMPLE DESSERT.

Cut stale bread in six one-half inch slices, shape in rounds with a large biscuit cutter (three inches in diameter). Beat two eggs slightly, dilute with one half cup of milk or thin cream, add a few grains of salt and arrange rounds in the mixture, letting them stand until the bread has absorbed all the moisture. Have ready equal measure of butter and lard melted in a hot frying pan, saute the prepared bread a golden brown, first on one side, then turn and brown the other side. Cover each round with a mound of thin, sliced, sugared peaches. Mask with whipped cream sweetened, flavored with sherry flavoring and sprinkle with mace.

MUNRO MAY YET COACH RUGBY

Montreal Star—It was rumored last night that Dunc Munro had changed his mind about keeping out of rugby activities this fall and that he will take over the coaching duties of Loyola College gridders on four afternoons of each week. He will be assisted by Montague, a pupil in foot ball coaching under Knute Rockne, the famous Notre Dame mentor. Stands will be built at the Loyola Campus to accommodate well over a thousand fans and the west end institution is looking forward to a big year.

"I wish you'd come over and help me draw up my will."

"Are you ill?"

"No, not at all, but my wife's learning to drive and I have to sit in the back seat."

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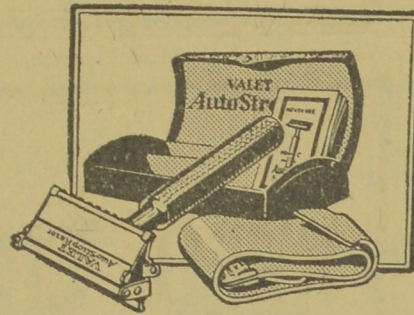
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