

BRITISH TALK OF POSSIBILITY OF HAVING A WOMAN RULER

London, April 29—Girl babies have been so scarce for so long in the British royal family—the last was Princess Mary, who was born in 1897—that the birth of a daughter to the Duchess of York, wife of King George's second son, started the whole British debating the order of the succession to the throne and the effect thereon of the latest addition to the royal family.

The records of the royal house of Windsor must be ransacked a long way back to find a precedent for such a case as the present. The fact that the Prince of Wales remains a bachelor while his younger brother has married and that his younger brother's first child should be a girl injects a new complication in the face of which the British public may well be pardoned for a momentary diversion in the sorting

out the order of precedence of their future rulers.

Girl Is Third in Line.

How the order of succession to the British throne now stands is clear enough but just why it stands this way takes a little more explaining. If the Prince of Wales should die a bachelor—as England is beginning reluctantly to believe he probably will—his brother the Duke of York is next in succession and if there are no boys born to the Duke and Duchess the girl born this week will succeed her father. This is to say that with the royal family as now constituted the new baby princess is the third in the line of succession to the throne. But any children born to the Prince of Wales would take precedence over her as would a younger male child of the Duke and Duchess of York.

What is not so clear is why the York baby being a girl should take precedence over her uncles Prince Henry and Prince George, the King's two younger sons, while these two princes rank before Princess Mary and her two sons, although Princess Mary is older than Prince Henry and Prince George. The shortest summary of the succession law is to say that it is by primogeniture in the male line. This means that the succession goes to the children of either sex of the eldest surviving son of the sovereign, with the proviso that the male child of such a son ranks before a female child.

Thus Princess Mary ranks after all her brothers, even if they are younger than she. But the York baby girl ranks ahead of all her uncles and aunts except her father's elder brother the Prince of Wales. She can be displaced from this position in the line of succession only by the birth of a child to the Prince of Wales or by the birth of a son to her father, in either of which cases a new order of precedence would be established.

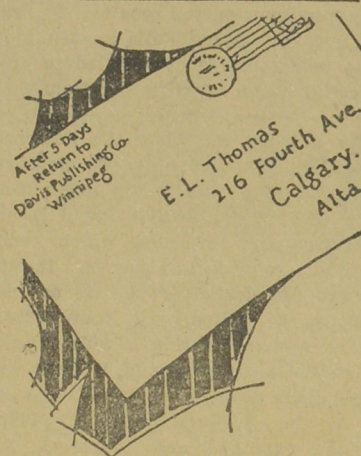
DEATH SPARES ONLY SIX QUEEN MOTHERS

London, April 29—Death has taken a heavy toll of dowager queens in Europe this winter, the death of Queen Louise of Denmark following within a few months that of Queen Alexandra and Queen Margherita of Italy.

There are now only six queen mothers remaining, those of reigning houses being Queen Cristina of Spain, and Queen Emma of the Netherlands.

The Empress Marie of Russia remains of the great Russian aristocrats, and two Queen Mothers of Greece are still alive, in the persons of Olga, widow of King George I and Sophia, widow of King Constantine. Queen Amelia, widow of King Carlos of Portugal and mother of ex-King Manuel, also is living.

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.

CANADIAN PACIFIC

General Change of Time
Sunday May 2nd, 1926
For particulars apply local agent.

G. Bruce Burpee

CANADIAN NATIONAL RAILWAYS

CHANGE IN TRAIN SCHEDULES

Effective May 2nd, 1926

For Further Particulars
Apply To
Ticket Agent

The Automobile Industry has never had 35% protection --- only 14½%

The duty on the finished motor car has significance only when considered in relation to the duties applicable upon the parts and materials which it is necessary for Canadian manufacturers to import.

Certain parts are themselves dutiable at 35 per cent. A great many parts and materials are dutiable at rates in excess of 20 per cent.

These figures reveal the facts:

Canadian manufacturers made and sold in Canada, during 1925, 84,000 motor cars whose wholesale value was - \$67,500,000

If these 84,000 cars had not been made in Canada, but had been imported from the United States at prices which, after payment of 35 per cent duty, would have represented a wholesale value in Canada of \$67,500,000 the duty collected *would have been* - \$17,000,000

After deducting all drawbacks, Canadian Manufacturers in 1925 *actually paid* in customs duties on parts and materials used in the cars made and sold in Canada - \$10,000,000

Their actual protection therefore was only - \$ 7,000,000

Thus a protection of 35 per cent is actually a protection of only \$7,000,000 against \$17,000,000, leaving a NET protection of 7-17 of 35 per cent, or less than - 14½ per cent

Under the proposed Customs tariff, the majority of Canadian-made cars will have no protection whatsoever!

Automotive Industries of Canada

Representing

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