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NOTICE

Office Closed October 23
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inclusive, while in New York.

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ALEX. INGRAM

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DON'T WORRY TOO MUCH
ABOUT GAS IN NEXT WAR

WASHINGTON, Oct. 25—Do not worry so much. There's been a lot of talk about cities being wiped out by gas attacks in the next war, but there's another side to that story.

Authorities have computed for us that the cost of gassing all the population of a city or harassing it to the point of driving the residents out would be so great in terms of money equipment and time that it would not be worthwhile as a military objective.

Hair-raising pictures have been painted by imaginative souls of the devastation which might be inflicted on a city by an attack of several hundred planes.

But it must be understood that planes cannot safely spray defended cities as they do weevil-infested cotton fields. The job must be done from altitudes of 6,000 to 12,000 feet. Anti-aircraft guns with modern automatic sights are so accurate that low-flying planes might be brought down like ducks over a swamp.

True enough, a cluster of planes dropping explosive bombs or gas bombs can raise Old Ned in spots. They can damage or temporarily paralyze individual factories or railroad yards. But the figures indicate that no one nation owns enough planes to paralyze a large city in a single assault provided there is any worthwhile defense. And any city worth devastating by the enemy likely would be well defended by home troops of a first line nation like the United States.

Here are some of the factors which support such conclusions:

Field calculations call for 4,650 mustard gas bombs to provide an effective concentration of gas on a square mile in open country. Our authorities say double that amount would be required in cities where many bombs, striking on roofs would be virtually wasted. The gas would fitter away in the sun and wind too high up to reach the populace.

Standard army bombing planes can carry 20 mustard gas bombs, so a

fleet of 465 planes would be required to plaster a square mile of a city with mustard gas—if it was to be done all at once. The cost of these bombs alone, at \$16.17 each, would be \$150,381 a square mile. Cost of planes to carry the bombs is not included in that figure. Any shot down—and some assuredly would be—would add to the cost.

Calculate then the task of thus sousing New York with mustard gas. The city spreads over 320 square miles.

Now mustard gas does not have to be put down all at once. It is a persistent gas that will remain effective from three days to a week, and longer in soft ground or in protected spots where wind and air may not reach it effectively.

Mustard gas actually is a sort of oily spray lingering where it is dropped and blistering all who touch contaminated objects or come within range of its vapor. Because of its persistence, mustard gas can be laid down a patch at a time, so a single enemy air fleet could make repeated trips if it had a nearby base. But calculate the trips necessary to soak 320 square miles of New York at 465 plane loads a square mile!

Other gases are less persistent. Phosgene, ranked with mustard as one of the successful gasses, loses its effectiveness in the air in 10 to 15 minutes. So if a city is to be wiped out with it the whole job must be done in two or three minutes.

For gassing a city area with phosgene, 3,628 large bombs per square mile are estimated as necessary. That takes 181 planes per square mile, or 57,920 bombing planes, to gas New York city's 320 miles. Probably there are not that many bombing planes in the world.

And another thing, gas hugs the ground, so people in third-story rooms are safe, and partly protected in the second story with windows closed.

BUILDING ROADS IN THE UNITED STATES

Over 22,000 Miles Constructed This Year — Hazards and Grade Crossings Eliminated

WASHINGTON, D.C., Oct. 26—More than 22,000 miles of highway of all classes were completed under the supervision of the Bureau of Public Roads in the fiscal year that ended June 30. By far the greater portion of this work was done in co-operation with State highway departments and under detailed State supervision. In this class were 11,401 miles of road financed in large part with special emergency funds and 7,367 miles of regular Federal aid work.

Notable progress was made in the Federal program of elimination of hazards at grade crossings in which 1,149 crossings were eliminated, 574 were protected with signals or other devices and 196 grade separation structures were reconstructed. The Federal bureau points out that this work is important because it includes many of the most dangerous crossings on heavily travelled routes that have heretofore been neglected because of the large cost.

Payments of Federal funds to the States on account of the above work totalled \$337,747,071. At the close of the fiscal year the emergency funds were very largely expended and future work will be supported by annual authorizations for each of the fiscal years 1938 and 1939 of \$125,000,000 of Federal aid for improvement of the Federal aid system, \$25,000,000 for secondary roads and \$50,000,000 for elimination of hazards at grade crossings.

Other work completed under bureau supervision included 139 miles of highway in national forests, 169 miles in national parks, 245 miles in public lands, and 33 miles of replacement of flood damaged roads. Nearly 3,400 miles of road built with funds provided by other Federal agencies and turned over to the bureau for supervision of construction were completed.

Highway planning surveys are being carried on by 44 State highway departments in co-operation with the Federal government. Field work in collecting data on road mileage and conditions, on the volume of traffic on highways and on highway finance has been completed in most States. States that have completed the field work are now tabulating a mass of data that have been collected and when this is completed there will be available a complete picture of the highway situation. Information on the relative importance of each section of highway, sources of highway revenue, and purpose for which spent the extent to which rural and urban residents contributed to the cost of each class of road, and the benefit they derive by travel upon each class will all be used in planning future highway work. Particular at-

tention has been given to conditions this phase of highway improvement at all grade crossings in order that they may be intelligently planned.

Work on the Inter-American Highway from the United States to Panama has continued at increased speed during the past year. Impassable gaps have been reduced to 560 miles and these should be closed rapidly when bridge construction now under way is completed. Under co-operative agreements with three of the Central American Republics, materials, machinery and technical direction are being supplied by the United States for the construction of nine bridges and labor and local materials are being supplied by the countries concerned. Engineers of the Bureau of Public Roads are supervising the location and building of sections of the route in Costa Rica, Nicaragua and Guatemala.

The total length of the highway project

will be 3,250 miles. At present there are 1,265 miles of all weather road, 1,425 miles of dry season roads, and 560 miles of trails impassable to wheeled vehicles.

Investigations of road materials and methods of construction have been continued by the Federal roads bureau. Important facts have been learned concerning the required dimensions and reinforcement of concrete roads, the design of slabs for bridge floors, and the properties of bituminous materials.

A problem that many investigators have attempted to solve with little success is being attacked by the research engineers of the bureau. The problem is to work out a method of designing flexible type road surfaces such as gravel, macadam and bituminous mixtures applying principles of mechanics and mathematics. Such a method is needed to design surfaces properly for different loads, taking into account differences in materials and in soils on which road surfaces are placed. Special apparatus is being devised for use in tests that are to be made to throw light on the subject.

NOTICE OF SALE

To Richard Gallagher, of the City of Fredericton, in the County of York and Province of New Brunswick, Blacksmith, and Julia Ann Gallagher, his wife, and to all others whom it may in any wise concern:

Public Notice is hereby given that under and by virtue of the provisions of The Property Act, and of the Power of Sale contained in a certain Indenture of Mortgage bearing date the twenty-seventh day of April, A.D. 1927, made between Richard Gallagher of the City of Fredericton, in the County of York and Province of New Brunswick, Blacksmith, and Julia Ann Gallagher, his wife, of the first part, and Frank Gunter, of the Parish of Kingsclear, in the said County of York, Lumberman, of the second part, and duly recorded in York County Records in Book 201, pages 529 to 532, under official number 79482, the twenty-eighth day of April, A.D. 1927, there will, for the purpose of securing payment of the moneys secured by the said Indenture, default having been made in the payment thereof, be sold at public auction in front of the Post Office in the City of Fredericton, in the County of York, on Saturday, the sixth day of November next, at the hour of twelve o'clock noon, the lands and premises mentioned and described in the said Indenture of Mortgage as follows:

"All that certain lot, piece or parcel of land situate in the Parish of Manners-Sutton, in the County of York and Province of New Brunswick, and bounded as follows, to wit: Beginning at a pine tree standing at the most western angle of the eastern part of lot number sixty-eight granted to William Atchison east of the road from Harvey to Lake George, thence running by the magnet of the year 1923 south forty degrees and thirty minutes east fifteen chains and thirty-eight degrees west three chains and eighty links and thence north forty-eight degrees and thirty minutes east ten chains and seventy-six links to the place of beginning, excepting tract all out of the above described tract all that portion of the aforesaid road from Harvey to Lake George contained therein, said tract containing fifty-six acres more or less and is distinguished as the western part of lot number sixty-eight on the road from Harvey to Lake George. The above described lot having been granted by the Crown to said Thomas S. McCutcheon the fifth day of February, A.D. 1924, and registered the fourteenth day of February, 1924.

Also all that certain other lot, piece or parcel of land and premises situate, lying and being in the Parish of Manners-Sutton aforesaid and bounded as follows, to wit: Beginning at a spruce post standing at the most southern angle of said part of lot number sixty-eight thence south forty-eight degrees and thirty minutes west thirty-eight chains and thirty-two links to a white birch tree standing on the northeastern limit of grant to Zachariah Chipman and at the most western angle of lot number sixty-seven granted to James Brownrigg thence north thirty-eight degrees and thirty minutes west fifteen chains and thirty-eight links to a willow post standing at the most southern angle of lot number sixty-nine granted to Samuel Hoskin, Senior, thence along the southeastern limit of said lot number sixty-nine north forty-eight degrees and thirty minutes east twenty-five chains and five links to a spruce post standing in the western limit of a School Reserve, thence along the said limit of Reserve south twenty-seven degrees east three chains to a birch post thence north seventy-three degrees east one chain and fifty links to the western side of the road from Harvey to Lake George, aforesaid, thence along the same north seventeen follows: Beginning at a stake standing on the southwestern side of the old grub road at the most northern angle of lot number sixty-eight granted to William Atchison in the southwest range of Acton Settlement West, thence running by the magnet south forty-seven degrees west sixty-four chains thence north forty degrees west with a rectangular distance of fifteen chains to another stake, thence north forty-seven degrees east sixty-two chains to another stake standing on the southeastern side of the old grub road aforesaid and thence along the same south forty-two degrees east fifteen chains to the place of beginning. Excepting that part of the road from Lake to Harvey Station running through the above described tract or piece of land containing ninety-four acres more or less and distinguished as lot number sixty-nine in the Southwest range of Acton Settlement West. The said last mentioned lot of land having been conveyed to the said Thomas S. McCutcheon by deed from Robert Rosborough and wife dated the twenty-third of July, 1921."

Together with the buildings and improvements thereon.

Dated the fifth day of October, A.D. 1937.
(Sgd.) MILDRED E. CAMP (L.S.)
(Sgd.) WILLIAM J. WEST (L.S.)
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of Frank Gunter.

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As he mounted the roof of a loud-speaker van to make a speech in Liverpool, Sir Oswald Mosley, British Fascist leader, was knocked unconscious by a brick, hurled from the huge crowd which had gathered. He was rushed to a hospital where an operation was performed. The large picture shows Sir Oswald a moment after he was struck and just before he crumpled. In the insert he is seen being helped down a ladder.