MAGAZINE SECTION

The Toronto Sunday World

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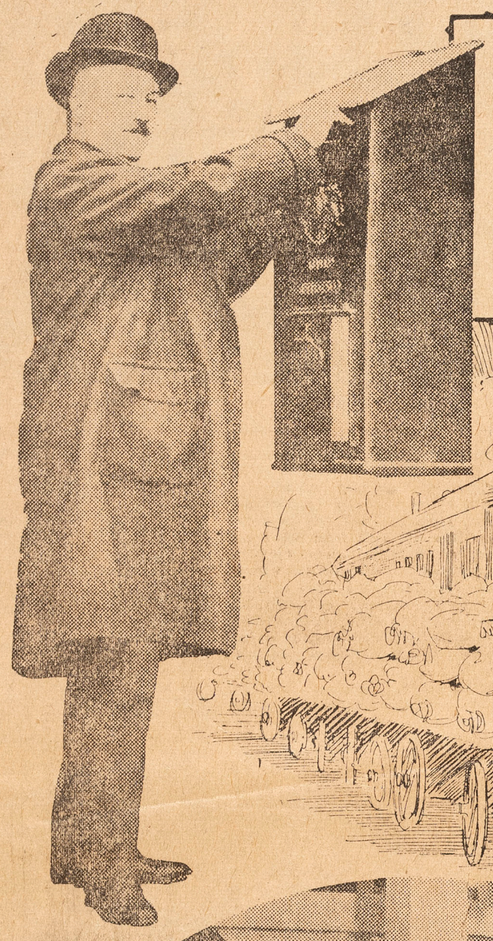
GOING BY POST WITH THE LETTER.

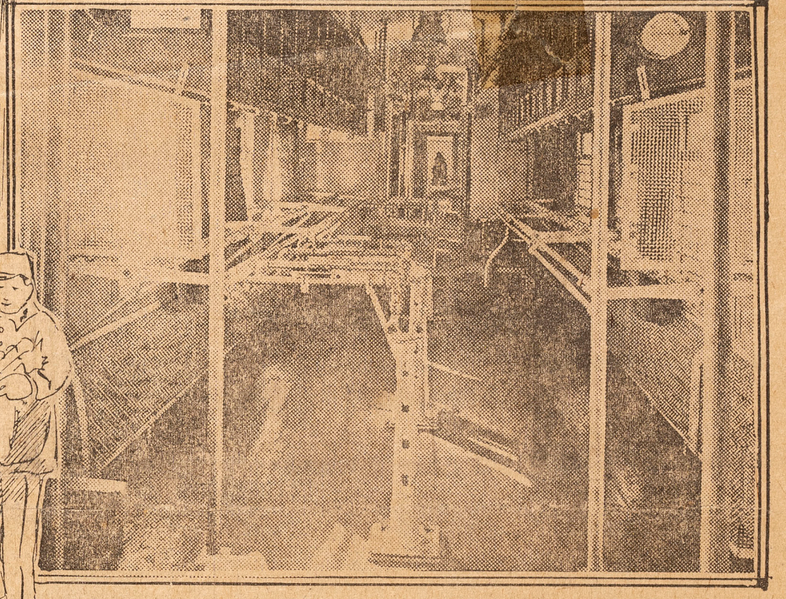
All That Happened to a Missive From the Mayor of Toronto to the Mayor of Montreal While it Was in the Mails — and Some Observations by The Sunday World Man Who Accompanied It

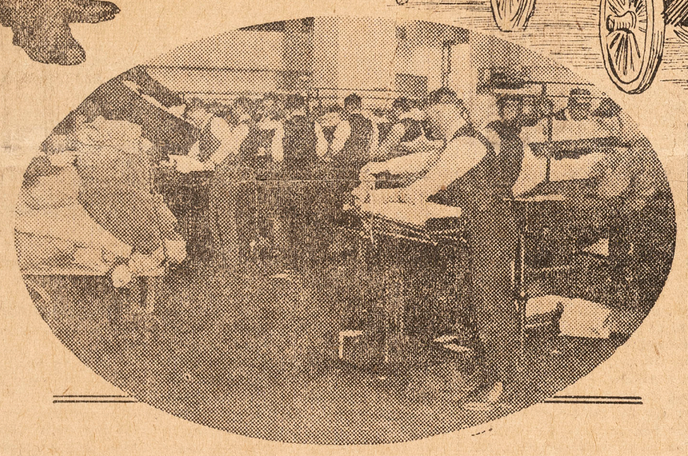














Above, on left—Mayor Maguire, of Toronto, who mailed the letter Directly above—The "facing-up" tables in the Toronto post-office. In the centre, one of the machines which mark the letters and cancel the stamps at the rate of over 30,000 an hour. To the left, a conveyer bringing mail.

At right—The second sorting. Each pigeon-hole compartment is assigned to a particular district.

In oval — J. E. Leonard, postmaster of Montreal.
On right—W. E. Lemon, postmaster of Toronto.
At top—The first sorting in the Toronto post-office.
Directly above—The interior of the postal car. This car cost $30,000.

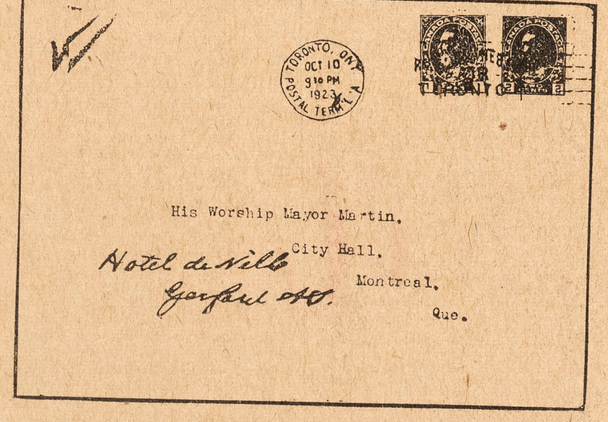
DID it ever occur to you that you get a lot of action for three cents when you spend it for postage?

When you drop a letter into the mail-box, addressed to Montreal, for instance, you know very well that it is going to reach there in the morning, but you don't know how, excepting that a collector will pick it up and it will go on a train. You know little or nothing about the wonderful system which has been evolved and is continuously in operation, day and night, in order that you may get your full three cents' worth. What is going to happen to the letter on the way does not cost you a thought. You feel, intuitively, that it is going to land at its destination, right side up and on time. This confidence is a silent, but impressive tribute to the efficiency of the postal service.

Curiosity in regard to the experiences of such a letter while it is in transit, prompted a staff writer of The Toronto Sunday World to go with one, staying as close to it as the Postmaster-General would kindly permit from the time it left the up-town box in which it was posted until it got into the hands of the party to whom it was addressed. Everybody could not do that for the post-office department is very particular who it allows to get close to mail matter consigned to its care. Postmaster Lemon, of Toronto, hinted plainly to that effect when he was broached on the matter. He generously admitted that the petitioner for the privilege looked honest, and he personally forwarded the request to the powers-that-be at Ottawa.

The result was that the required permission was accorded with the credentials which carried the curious and honest-looking one in mail carts and motor conveyances with "G.R." painted in gold on the glaring red sides, and in the near-sacred confines of a railway mail car.

Not only that. The permission also included an inside view of the works of the post-offices at Toronto and Montreal, when the "peak load" was being disposed of, and seeing everything the letter had to put up with from soup to nuts.



The envelope which carried the letter to Mayor Martin.

COMMENTING upon the enterprise as an excellent idea and speaking in bouquet terms of the great service the post-office folks render to the citizens of Toronto, Mayor Maguire expressed pleasure upon being asked to prepare a billet-doux for Mayor Martin, of Montreal, and have it conducted on its journey. He said he was glad of the unique opportunity to send his best regards to Mederic, who had always treated him top-hole when visits to that popular part of the country had been necessary. So he wrote the letter and it was mailed not far away from his home on the Hill.

Postmaster Lemon gave orders that the escort with the letter was to have gangway at all points within his jurisdiction, and he smoothed the way for similar courtesy on the train and 'way down east. At his suggestion the letter was posted in time to catch the early night mail, which he declares is the best one for all letters going that way, if the citizens could only be got to realize it, because it ensures early morning delivery as well as spreading over the work a little more evenly in his post-office. This letter went out on a regular mail in the customary way, without any special frills, because its progress was being watched. The processes it passed through are the usual ones throughout.

THE post-box to which the letter was consigned is on Bathurst Street hill, almost at the corner of Alcina Avenue and a little north of Hillcrest school. There are 1359 more of them scattered throughout the city of Toronto all very much alike in appearance, more conspicuous than handsome in their coats of shouting red and besides being as convenient as possible for people who have letters to post, they evidently come in very handy for smokers who want to strike a light. Although the boxes were treated to a new coat of paint not long ago the marks of the match scratchers soon began to appear again, and it was ever thus. The slit through which the letters are posted is not always used for mail matter, as sometimes mischievous youngsters fancy the box as a receptacle for things they have tired of, and on rare regrettable occasions vandals with a strange sense of humor have lifted the lid and poured in such liquids as molasses, oil and ink, making a sad muss of the envelopes which have been mailed, love letters and everything. There is a heavy penalty attached to that sort of thing, in fact anybody who monkeys with a mail-box in any way is taking a big chance.

The letter was taken with many more from the box by a cheerful young man who came in a small red cart drawn by a wise old horse who seems to take his job very seriously. The collector scooped all the letters into a bag, locked the box with agility and confidence born of much practice and did a hop-step-and-jump back to his cart which was already in motion, the horse evidently anxious to be on his way. Leaping on to the front of the cart, in the manner which makes old ladies nervous, the collector threw the bag inside among several more like it, grabbed the reins and was off to repeat the whole performance at another box, two or three street blocks away. There are 28 of these horses and carts operating in the local service and each collector has to look after about 45 boxes on his route, which is somethng like six miles long with many corners to turn and a lot of automobiles to dodge, but the boxes are all covered with clock-work regularity and hitches occur very seldom.

This old horse on the hill route knew just where he had to go next and once he slowed up a bit when a young lady ran out from the sidewalk to hand the collector a couple of letters she was on the way to post. That is hardly in accord with the rules and regulations but she was a very nice young lady, and every unit in the local postal service, even to the horses, aims to please. At a couple of the boxes citizens arrived just in time to drop their letters into the mouth of the bag as the collector drew it from the box. For one puffing person he waited a moment.

THE letter for Montreal had made quite a merry little round of visiting before the bag containing it was bundled out with the others at the postal station for the district which is situate at the corner of Bloor and Markam Streets. More of the horse-drawn vehicles arrived and added their quota of bags to make the load for the bright red motor car which was to take them to the terminal station down-town. The reason that horses are still used for the collections at the boxes is because there are so many stops to be made so cloe together, and it has been been found that the horse method is better adapted to this than is a motor propelled vehicle. Besides, a horse's engine is not liable to stall or otherwise act up through too much starting and stopping. It is for this reason that the big stores still have so many horses engaged in connection with their city delivery service.

At the postal station the bag containing our letter was not accorded any particular distinction but was piled in with a lot more like it on to the gaudy motor car after being checked. The system is simple and speedy and it is the same at all these postal stations, of which there are eleven located at various centres within the city limits, and they are numbered alphabetically. There is a business-like air about the postal station and an evident realization of its importance as a link in a strong chain while quiet and quick dispatch is performed. The courier, as the chauffeur of the motor car is officially called, took a fatherly look over his load before settling in his seat, then he released the gas, the engine emitted a proud preliminary purr and the red car was on its way to the postal terminal in the eastern section of the new Union Station.

There is a popular supposition that all traffic has to make way for His Majesty's Mail regardless of the style of conveyance, and that King George's affairs are immune from speed regulations and that sort of thing, but, be that as it may, if a mail cart gets into a mix-up it is just as liable to be put out of business as an ordinary common vehicle and that would occasion delay which is a major misdemeanor in connection with the movement of mails, and postal discipline is not to be regarded lightly. This courier drove his conveyance over the crossings with a care which suggested that he had children of his own and no pronounced antipathy to pedestrians in general but he was no lingerer. He made a pretty good clip most of the way, skillfully manipulating the steering apparatus when occasion demanded, but never for one moment getting an idea that he was driving a fire engine.

A PORTER who can handle mail bags with the dexterity of a juggler was the recipient of the load at the terminal station and he soon had them piled up on a conveyor which was routed along to an upper floor where the next operation was at the facing table, so called because it is where the letters are dropped out of the bags all sides up and nimble fingered clerks arrange them to lay with addresses at the top as they are shot along a groove, all faced up, and are guided to the post marking machine at the end of the table.



At right — Mayor Mederic Martin received the letter at his office in Montreal.

Where our letter was by this time was a dark secret beyond the fact that it was there among thousands of others. Trying to spot it out as it passed into the machine which made the postmark and cancelled the stamps was indeed a needle in a haystack proposition, for the machine was doing its marking at the rate of six hundred letters a minute, as if racing with the others of its kind which were working just as hard at the ends of several more facing tables. Mountains of letters were on those tables. The time was about seven o'clock in the evening and this was the mail collected during the late afternoon rounds of the boxes together with that of the first deluge from the business section. While the regulations do not permit of giving out postoffice figures it was learned that the same mail on the previous night had amounted to approximately 274,000 pieces and the later collection on the same night to 322,000 pieces. Imagine trying to find one letter in such accumulation.

The volume of mail handled in Toronto on one night is an eye-opener when one is looking at it. And it must be remembered that the figures named represent only the outgoing mail and it has to go out that night, if there are trains to take it, or be sorted into shape for city delivery and the early trains in the morning. There seems to be something in human nature which holds a letter for mailing until the last minute. If people, generally, would mail their letters in time for the earlier collections throughout the day and firms, particularly, would have their letters posted two or three times a day instead of letting them accumulate for one posting at the conclusion of the day's business, as appears to be a somewhat general custom, the work of the postal officials would be greatly facilitated, the danger of congestion obviated and, in many cases, the letters would reach destination much quicker through the early mailing. Thus did some of the post office workers express themselves.

IN THE meantime this letter being accompanied on its journey has passed along with the continuous stream to the primary sorting case which is fitted with small compartments labelled for all sections of the world. Here the first sorting takes place, the letters being placed one by one where they belong in the compartments which represent either a large district, a province or a country. Then there is a further sorting in which this letter is buried somewhere among the large quantity in compartments for the city of Montreal and district in the numerous sorting cases.

An incident of peculiar interest while this sorting was in progress was the arrival of "metered mail" being sent out by a great retail firm. It included thousands of letters neatly packaged in ordinary envelope boxes and all ready to go to the sorting boxes without the formality of facing up, post-marking and cancellation of stamps, for the "metered mail" is ready to go when it reaches the post-office. Each envelope bears an imprint on the face which is a combination of postage stamp,

Continued on Page Nine.

The New Testament

as translated into the Language of today by Dr. Edgar J. Goodspeed

THE BIBLE STORY IN ART.



"The Saviour," from the painting by Titian now in the Pitti Palace at Florence.

THE GOSPEL ACCORDING TO MATTHEW

(Continued From Last Week).

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Prof. Goodspeed's Translation.

He said to them,

"Then what I drink you shall drink, but as for sitting at my right or my left, that is not mine to give, but belongs to those for whom it is destined by my Father."

When the other ten heard of this, they were very indignant at the two brothers. But Jesus called them to him and said,

"You know that the rulers of the heathen lord it over them, and their great men tyrannize over them. It is not to be so among you, but whoever wants to be great among you must be your servant, and whoever wants to hold the first place among you must be your slave, just as the Son of Man has come not to be waited on, but to wait on other people, and to give his life to ransom many others."

As they were going out of Jericho, a great crowd followed him. And two blind men sitting by the roadside, hearing that it was Jesus who was passing, called out,

"You Son of David! Take pity on us, sir!"

The crowd told them to be still, but they called all the louder.

"You Son of David! Take pity on us, sir!"

And Jesus stopped and called them, and said,

"What do you want me to do for you?"

They said to him,

"Sir, have our eyes opened!"

And Jesus took pity on them and touched their eyes, and they immediately regained their sight, and followed him.

When they were near Jerusalem and had come to Bethphage and the Mount of Olives, Jesus sent two disciples on ahead, saying to them,

"Go to the village that lies in front of you, and you will at once find an ass tied there, and a colt with her. Untie her and bring them to me. If anyone says anything to you, you are to say, 'The Master needs them'; then he will send them at once."

Now this happened in fulfilment of what was said by the prophet,

"Tell the daughter of Zion,
'Here is your king coming to you,
Gentle, and riding on an ass,
And on the foal of a beast of burden.'"

So the disciples went and did as Jesus had directed them; they brought the ass and the colt, and laid their coats upon them, and Jesus seated himself upon them. And most of the crowd spread their coats in his way, and others cut branches from the trees and scattered them before him. And the crowds that went in front of him and that followed him shouted,

"God bless the Son of David!
Blessed be he who comes in the Lord's name!
God bless him from on high!"

When he came into Jerusalem, the whole city was stirred, and everyone asked,

"Who is he?"

The crowd answered,

"It is Jesus, the prophet of Nazareth in Galilee!"

And Jesus went into the Temple and drove out all who were buying or selling things in it, and he upset the money-changers' tables and the pigeon-dealers' seats, and he said to them,

"The Scripture says 'My house shall be called a house of prayer,' but you make it a robbers' cave."

And blind and lame people came up to him in the Temple, and he cured them. But when the high priests and the scribes saw the wonders that he did and saw the boys shouting in the Temple, "God bless the Son of David!" they were indignant, and said to him,

"Do you hear what they are saying?"

Jesus said to them,

"Yes. Did you never read, 'You have drawn praise from the mouths of children and infants'?"

And he left them, and went out of the city to Bethany, and spent the night there.

In the morning as he went back to the city, he grew hungry, and seeing a fig tree by the roadside, he went up to it, but found nothing on it but leaves. And he said to it,

The King James Version.

23 And he saith unto them, Ye shall drink indeed of my cup, and be baptized with the baptism that I am baptised with: but to sit on my right hand, and on my left, is not mine to give, but it shall be given to them for whom it is prepared by my Father.

24 And when the ten heard it, they were moved with indignation against the two brethren.

25 But Jesus called them unto him, and said, Ye know that the princes of the Gentiles exercise dominion over them, and they that are great exercise authority upon them.

26 But it shall not be so among you: but whosoever will be great among you, let him be your minister;

27 And whosoever will be chief among you, let him be your servant:

28 Even as the Son of man came not to be ministered unto, but to minister, and to give his life a ransom for many.

29 And as they departed from Jericho, a great multitude followed him.

30 And, behold, two blind men sitting by the way side, when they heard that Jesus passed by, cried out, saying, Have mercy on us, O Lord, thou Son of David.

31 And the multitude rebuked them, because they should hold their peace; but they cried the more, saying, Have mercy on us, O Lord, thou Son of David.

32 And Jesus stood still, and called them, and said, What will ye that I shall do unto you?

33 They say unto him, Lord, that our eyes may be opened.

34 So Jesus had compassion on them, and touched their eyes: and immediately their eyes received sight, and they followed him.

CHAPTER 21.

AND when they drew nigh unto Jerusalem, and were come to Bethphage, unto the mount of Olives, then sent Jesus two disciples.

2 Saying unto them, Go into the village over against you, and straightway ye shall find an ass tied, and a colt with her: loose them, and bring them unto me.

3 And if any man say ought unto you, ye shall say, The Lord hath need of them; and straightway he will send them.

4 All this was done, that it might be fulfilled which was spoken by the prophet, saying,

5 Tell ye the daughter of Sion, Behold, thy King cometh unto thee, meek, and sitting upon an ass, and a colt the foal of an ass.

6 And the disciples went, and did as Jesus commanded them,

7 And brought the ass, and the colt, and put on them their clothes, and they set him thereon.

8 And a very great multitude spread their garments in the way; others cut down branches from the trees, and strawed them in the way.

9 And the multitudes that went before, and that followed, cried, saying, Hosanna to the Son of David: Blessed is he that cometh in the name of the Lord; Hosanna in the highest.

10 And when he was come into Jerusalem, all the city was moved, saying, Who is this?

11 And the multitudes said, This is Jesus the prophet of Nazareth of Galilee.

12 And Jesus went into the temple of God, and cast out all them that sold and bought in the temple, and overthrew the tables of the money changers, and the seats of them that sold doves,

13 And said unto them, It is written, My house shall be called the house of prayer; but ye have made it a den of thieves.

14 And the blind and the lame came to him in the temple; and he healed them.

15 And when the chief priests and scribes saw the wonderful things that he did, and the children crying in the temple, and saying, Hosanna to the Son of David; they were sore displeased,

16 And said unto him, Hearest thou what these say? And Jesus saith unto them, Yes; have ye never read, Out of the mouth of babes and sucklings thou hast perfected praise?

17 And he left them, and went out of the city into Bethany; and he lodged there.

18 Now in the morning as he returned into the city, he hungered.

19 And when he saw a fig tree in the way, he came to it, and found nothing thereon, but leaves only and said unto it, Let no fruit grow on thee henceforward for ever. And presently the fig tree withered away.

20 And when the disciples saw it, they marvelled, saying, How soon is the fig tree withered away!

21 Jesus answered and said unto them, Verily I say unto you, If ye have faith, and doubt not, ye shall not only do this which is done to the fig tree, but also if ye shall say unto this mountain, Be thou removed, and be thou cast into the sea; it shall be done.

22 And all things, whatsoever ye shall ask in prayer, believing, ye shall receive.

23 And when he was come into the temple, the chief priests and the elders of the people came unto him as he was teaching, and said, By what authority deest thou these things? and who gave thee this authority?

24 And Jesus answered and said unto them, I also will ask you one thing which if ye tell me, I in like wise will tell you by what authority I do these things.

25 The baptism of John, whence was it? from heaven, or of men? And they reasoned with themselves, saying, If we shall say, From heaven; he will say unto us, Why did ye not then believe him?

26 But if we shall say, Of men; we fear the people; for all hold John as a prophet.

27 And they answered Jesus and said, We cannot tell. And he said unto them, Neither tell I you by what authority I do these things.

28 But what think ye? A certain man had two sons; and he came to the first, and said, Son, go work to day in my vineyard.

29 He answered and said, I will not; but afterward he repented and went.

30 And he came to the second, and said likewise. And he answered and said, I go, sir; and went not.

31 Whether of them twain did the will of his father? They say unto him, The first. Jesus saith unto them, Verily I say unto you, That the publicans and the harlots go into the kingdom of God before you.

32 For John came unto you in the way of righteousness, and ye believed him not: but the publicans and the harlots believed him: and ye, when ye had seen it, repented not afterward, that ye might believe him.

33 Hear another parable: There was a certain householder, which planted a vineyard, and hedged it round about, and digged a winepress in it, and built a tower, and let it out to husbandmen, and went into a far country:

34 And when the time of the fruit drew near, he sent his servants to the husbandmen, that they might receive the fruits of it.

35 And the husbandmen took his servants, and beat one, and killed another, and stoned another.

36 Again, he sent other servants more than the first: and they did unto them likewise.

37 But last of all he sent unto them his son, saying, They will reverence my son.

38 But when the husbandmen saw the son, they said among themselves, This is the heir; come, let us kill him, and let us seize on his inheritance.

39 And they caught him, and cast him out of the vineyard, and slew him.

40 When the lord therefore of the vineyard cometh, what will he do unto those husbandmen?

41 They say unto him, He will miserably destroy those wicked men, and will let out his vineyard unto other husbandmen, which shall render him the fruits in their seasons.

42 Jesus saith unto them, Did ye never read in the scriptures, The stone which the builders rejected, the same is become the head of the corner: this is the Lord's doing, and it is marvellous in our eyes?

43 Therefore say I unto you, The kingdom of God shall be taken from you, and given to a nation bringing forth the fruits thereof.

44 And whosoever shall fall on this stone shall be broken: but on whomsoever it shall fall, it will grind him to powder.

45 And when the chief priests and Pharisees had heard his parables, they perceived that he spake of them.

46 But when they sought to lay hands on him, they feared the multitude, because they took him for a prophet.

And Jesus spoke to them again in figures, and said,

"The Kingdom of Heaven is like a king, who gave a wedding banquet for his son. And he sent his slaves to summon those who had been invited to the banquet, and they would not come. He sent other slaves a second time, and said to them, 'Tell those who have been asked, "Here I have my banquet all ready, my bullocks and fat cattle are killed, and everything is ready. Come to the banquet!"' But they took no notice of it, and went off, one to his estate, and another to his business, and the rest seized his slaves, and ill-treated them and killed them. This made the king angry, and he sent his troops and put those murderers to death, and burned their city. Then he said to his slaves, "The banquet is ready, but those who were invited have proved unworthy of it. So go out where the roads leave the city and invite everyone you find to the banquet.' So his slaves went out on the roads, and got together all the people they could find, good or bad, and the hall was filled with guests. But when the king came in to view the guests, he saw among them a man who did not have on wedding clothes And he said to him, 'My friend, how did you happen to come here without wedding clothes?' But he had nothing to say. Then the king said to his attendants, 'Bind him hand and foot and throw him out into the darkness, there to weep and grind his teeth.' For many are invited, but few chosen."

Then the Pharisees went and made a plot to entrap him in argument. So they sent their disciples to him with the Herodians, to say to him,

"Master, we know that you tell the truth, and teach the way of God with sincerity, regardless of the consequences, for you are impartial. So give us your opinion: Is it right to pay the poll-tax to the emperor, or not?"

But he saw their malice, and said,

"Why do you put me to such a test, you hypocrites? Show me the poll-tax coin!"

And they brought him a denarius. And he said to them,

"Whose head and title is this?"

They answered,

"The emperor's."

Then he said to them,

"Then pay the emperor what belongs to the emperor, and pay God what belongs to God!"

And when they heard it they were amazed, and they went away and left him.

On the same day some Sadducees came up to him, claiming that there is no resurrection, and they asked him this question:

"Master, Moses said, 'If a man dies without children his brother shall marry his widow, and raise up a family for him.' Now there were seven brothers among us. The first of them married and died, and as he had no children, he left his wife to his brother; so did the second, and the third, and the rest of the seven. After them all the woman died. At the resurrection which one's wife will she be? For they all married her."

Jesus answered them,

"You are wrong, because you do not understand the Scriptures nor the power of God. For after the resurrection there is no marrying or being married, but they live as angels do in heaven. But as to the resurrection of the dead did you ever read what was said to you by God, 'I am the God of Abraham the God of Isaac and the God of Jacob'? He is not the God of dead men but of living!"

When the crowd heard this, they were astounded at his teaching.

And when the Pharisees heard that he had silenced the Sadducees, they gathered together, and one of them, an expert in the Law, to test him, asked,

"Master, what command is greatest in the Law?"

And he said to him

"'You must love the Lord your God with your whole heart, your whole soul, and you whole mind.' That is the great, first command. There is a second like it: 'You must love your neighbor as you do yourself.' These two commands sum up the whole of the Law and the Prophets."

While the Pharisees were still gathered there, Jesus asked them,

"What do you think about the Christ? Whose son is he?"

They said to him,

"David's."

He said to them,

"How is it then that David under the Spirit's influence calls him 'lord' and says,

"'The Lord has said to my lord, "Sit at my right hand
Until I put your enemies under your feet"'?

So if David calls him lord, how can he be his son?"

And no one could make him any answer, and from that day no one ventured to ask him any more questions.

Then Jesus said to the crowds and to his disciples,

"The scribes and Pharisees have taken Moses' seat. So do everything they tell you, and observe it all, but do not do as they do, for they talk but do not act. They tie up heavy loads and have them put on men's shoulders, but they will not lift a finger to move them. They do everything they do to have men see it. They wear wide Scripture texts as charms, and they wear large tassels, and they like the best places at dinners and the front seats in the synagogues, and to be saluted with respect in public places, and to have men call them 'Rabbi.' But you must not let people call you 'Rabbi,' for you have only one teacher, and you are all brothers. And you must not call anyone on earth your father, for you have only one father, your heavenly Father. And you must not let men call you master, for you have only one master, the Christ. But he who is greatest among you must be your servant. Whoever exalts himself will be humbled and whoever humbles himself will be exalted.

"But alas for you, you hypocritical scribes and Pharisees, for you lock the doors of the Kingdom of Heaven in men's faces, for you will neither go in yourselves nor let those enter who are trying to do so. Alas for you, you hypocritical scribes and Pharisees, for you scour land and sea to make one convert, and when he is converted you make him twice as fit for the pit as you are. Alas for you, you blind guides, who say, 'If anyone swears by the sanctuary, it does not matter, but if anyone swears by the gold of the sanctuary, it is binding.' Blind fools! which is greater, the gold, or the sanctuary that makes the gold sacred? You say, 'If anyone swears by the altar, it does not matter, but if anyone swears by the offering that is on it, it is binding.' You blind men! Which is greater, the offering or the altar that makes the offering sacred? Anyone who swears by the altar is swearing by it and by everything that is on it, and anyone who swears by the sanctuary is swearing by it and by him who dwells in it; and anyone who swears by heaven is swearing by the throne of God and by him who sits upon it.

"Alas for you, you hypocritical scribes and Pharisees, for you pay tithes on mint, dill, and cummin, and you have let the weightier matters of the Law go—justice, mercy, and integrity. But you should have observed these, without overlooking the others. You blind guides! straining out the gnat, and yet swallowing the camel! Alas for you, you hypocritical scribes and Pharisees, for you clean the outside of the cup and the dish, but inside they are full of greed and self-indulgence. You blind Pharisee! You must first clean the inside of the cup and the dish, so that the outside may be clean too. Alas for you, you hypocritical scribes and Pharisees, for you are like white-washed tombs! They look well on the outside, but inside they are full of the bones of the dead, and all that is unclean. So you outwardly appear to men to be upright, but within you are full of hypocrisy and wickedness.

"Alas for you, you hypocritical scribes and Pharisees, for you build tombs for the prophets, and decorate the monuments of the upright, and say, 'If we had been living in the times of our fathers, we would not have joined them in the murder of the prophets.' So you bear witness against yourselves that you are descended from the murderers of the prophets. Go on and fill up the measure of your forefathers' guilt. You serpents! You brood of snakes! How can you escape being sentenced to the pit? This is why I am going to send you prophets, wise men and scribes, some of whom you will kill and crucify, and some you will flog in your synagogues and hunt from one town to another; it is that on your heads may come all the righteous blood shed on the earth from the blood of Abel the upright to the blood of Zechariah, Barachiah's son, whom you murdered between the sanctuary and the altar! I tell you, all this will come upon this age!

"O Jerusalem, Jerusalem! murdering the prophets, and stoning those who are sent to her, how often I have longed to gather your children around me, as a hen gathers her brood under her wings, but you refused! Now I leave you to yourselves. For I tell you, you will never see me again until you say, 'Blessed be he who comes in the Lord's name!'"

CHAPTER 23.

THEN spake Jesus to the multitude, and to his disciples.

2 Saying, The scribes and the Pharisees sit in Moses' seat:

3 All therefore, whatsoever they bid you observe, that observe and do; but do not ye after their works: for they say, and do not.

4 For they bind heavy burdens and grievous to be born, and lay them on men's shoulders; but they themselves will not move them with one of their fingers.

5 But all their works they do for to be seen of men: they make broad their phylacteries and enlarge the borders of their garments.

6 And love the uppermost rooms at feasts, and the chief seats in the synagogues.

7 And greetings in the markets, and to be called of men, Rabbi, Rabbi.

8 But be not ye called Rabbi: for one is your Master, even Christ; and all ye are brethren.

9 And call no man your father upon the earth: for one is your Father, which is in heaven.

10 Neither be ye called masters, for one is your Master, even Christ.

11 But he that is greatest among you shall be your servant.

12 And whosoever shall exalt himself shall be abased; and he that shall humble himself shall be exalted.

13 And woe unto you, scribes and Pharisees, hypocrites! for ye shut up the kingdom of heaven against men: for ye neither go in yourselves, neither suffer ye them that are entering to go in.

14 Woe unto you, scribes and Pharisees, hypocrites! for ye devour widows' houses, and for a pretence make long prayer: therefore ye shall receive the greater damnation.

15 Woe unto you, scribes and Pharisees, hypocrites! for ye compass sea and land to make one proselyte, and when he is made, ye make him twofold more the child of hell than yourselves.

16 Woe unto you, ye blind guides, which say, Whosoever shall swear by the temple, it is nothing; but whosoever shall swear by the gold of the temple, he is a debtor!

17 Ye fools and blind: for whether is greater, the gold, or the temple that sanctifieth the gold?

18 And, Whosoever shall swear by the altar, it is nothing; but whosoever sweareth by the gift that is upon it, he is guilty.

19 Ye fools and blind: for whether is greater, the gift, or the altar that sanctifieth the gift?

20 Whoso therefore shall swear by the altar, sweareth by it, and by all things thereon,

21 And whoso shall swear by the temple, sweareth by it, and by him that dwelleth therein.

22 And he that shall swear by heaven, sweareth by the throne of God, and by him that sitteth thereon.

23 Woe unto you, scribes and Pharisees, hypocrites! for ye pay tithe of mint and anise and cummin, and have omitted the weightier matters of the law, judgment, mercy, and faith: these ought ye to have done, and not to leave the other undone.

24 Ye blind guides, which strain at a gnat, and swallow a camel.

25 Woe unto you, scribes and Pharisees, hypocrites! for ye make clean the outside of the cup and of the platter, but within they are full of extortion and excess.

26 Thou blind Pharisee, cleanse first that which is within the cup and platter, that the outside of them may be clean also.

27 Woe unto you, scribes and Pharisees, hypocrites! for ye are like unto whited sepulchres, which indeed appear beautiful outward, but are within full of dead men's bones, and of all uncleanness.

28 Even so ye also outwardly appear righteous unto men, but within ye are full of hypocrisy and iniquity.

29 Woe unto you, scribes and Pharisees, hypocrites! because ye build the tombs of the prophets, and garnish the sepulchres of the righteous,

30 And say, If we had been in the days of our fathers, we would not have been partakers with them in the blood of the prophets.

31 Wherefore ye be witnesses unto yourselves, that ye are the children of them which killed the prophets.

32 Fill ye up then the measure of your fathers

33 Ye serpents, ye generation of vipers, how can ye escape the damnation of hell?

34 Wherefore, behold, I send unto you prophets, and wise men, and scribes: and some of them ye shall kill and crucify; and some of them shall ye scourge in your synagogues, and persecute them from city to city:

35 That upon you may come all the righteous blood shed upon the earth, from the blood of righteous Abel unto the blood of Zacharias son of Barachias, whom ye slew between the temple and the altar.

36 Verily I say unto you, All these things shall come upon this generation.

37 O Jerusalem, Jerusalem, thou that killest the prophets, and stonest them which are sent unto thee, how often would I have gathered thy children together, even as a hen gathereth her chickens under her wings, and ye would not!

38 Behold, your house is left unto you desolate.

39 For I say unto you, Ye shall not see me henceforth, till ye shall say, Blessed is he that cometh in the name of the Lord.

CHAPTER 24

AND Jesus went out, and departed from the temple and his disciples came to him for to shew him the buildings of the temple.

2 And Jesus said unto them, See ye not all these things? verily I say unto you, There shall not be left here one stone upon another, that shall not be thrown down.

3 And as he sat upon the mount of Olives, the disciples came unto him privately, saying, Tell us, when shall these things be? and what shall be the sign of thy coming, and of the end of the world?

4 And Jesus answered and said unto them, Take heed that no man deceive you.

5 For many shall come in my name, saying, I am Christ; and shall deceive many.

6 And ye shall hear of wars and rumors of wars: see that ye be not troubled: for all these things must come to pass, but the end is not yet.

7 For nation shall rise against nation, and kingdom against kingdom: and there shall be famines, and pestilences, and earthquakes, in divers places.

8 All these are the beginning of sorrows.

9 Then shall they deliver you up to be afflicted, and shall kill you: and ye shall be hated of all nations for my name's sake.

10 And then shall many be offended, and shall betray one another, and shall hate one another.

11 And many false prophets shall rise, and shall deceive many.

12 And because iniquity shall abound, the love of many shall wax cold.

13 But he that shall endure unto the end, the same shall be saved.

14 And this gospel of the kingdom shall be preached in all the world for a witness unto all nations; and then shall the end come.

15 When ye therefore shall see the abomination of desolation, spoken of by Daniel the prophet, stand in the holy place, (whoso readeth, let him understand:)

16 Then let them which be in Judaea flee into the mountains:

17 Let him which is on the housetop not come down to take any thing out of his house:

18 Neither let him which is in the field return back to take his clothes.

19 And woe unto them that are with child, and to them that give suck in those days!

20 But pray ye that your flight be not in the winter, nor on the sabbath day:

21 For then shall be great tribulation, such as was not since the beginning of the world to this time, no, nor ever shall be.

22 And except those days should be shortened, there should be no flesh be saved: but for the elect's sake those shall be shortened.

23 Then if any man shall say unto you, Lo, here is Christ, or there; believe it not.

24 For there shall arise false Christs, and false prophets, and shall shew great signs and wonders; insomuch that, if it were possible, they shall deceive the very elect.

25 Behold, I have told you before.

26 Wherefore if they shall say unto you, Behold, he is in the desert; go not forth: behold, he is in the secret chambers; believe it not.

27 For as the lightning cometh out of the east, and shineth even unto the west; so shall also the coming of the Son of man be.

28 For wheresoever the carcass is, there will the eagles be gathered together.

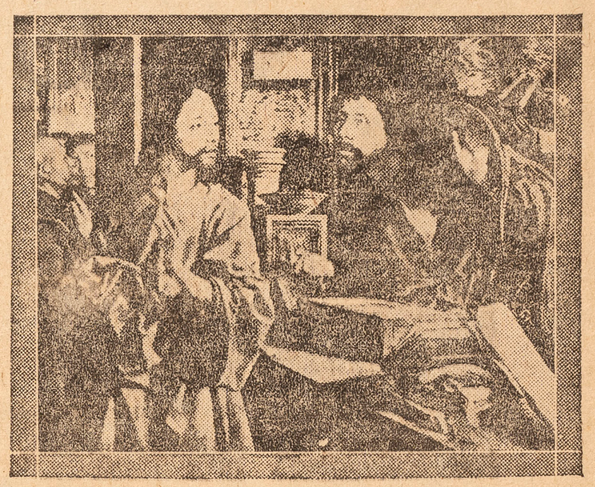
29 Immediately after the tribulation of those days shall the sun be darkened, and the moon shall not give her light, and the stars shall fall from heaven, and the powers of the heavens shall be shaken:

30 And then shall appear the sign of the Son of man in heaven: and then shall all the tribes of the earth mourn, and they shall see the Son of man coming in the clouds of heaven with power and great glory.

31 And he shall send his angels with a great sound of a trumpet, and they shall gather together his elect from the four winds, from one end of heaven to the other.

(To be Continued).

THE BIBLE STORY IN ART.



"The Calling of Matthew from the Receipt of Custom," from the painting by Jan van Hemessen.

"The Calling of Matthew from the Receipt of Custom," from the painting by Jan van Hemessen.

THE POTTERS



ILLUSTRATIONS—BY J.H.STRIEBEL

By J. P. McEVOY

PROLOGUE.

The Potter idea of Holland was a large flock of wooden pants and wooden shoes, entirely surrounded by tulips and windmills . . . a sort of glorified Ziegfeld Follies number, interspersed with canals over which a million Hans Brinkers skated merrily to Amsterdam, or Rotterdam, or Dubbledam, all year 'round.

SCENE I

PA *(as the Potter flivver pulls into Maastricht):*

So this is Holland . . . well, well!

BILL: What do you suppose that sign means? "De toegang tot den spoorweg ist verboden."

MAMIE: Why, that's Dutch.

BILL: That's odd—I thought it was Armenian. If you know so much, what does it mean?

MAMIE: Well, smart aleck, "toegang" evidently means going with your toes, and "verboden" means forbidden, and since the sign is at the railroad crossing, it's got something to do with railroads, so anybody except one with your limited intelligence could guess it means you're not allowed to walk on the railroad.

BILL: Bluh, bluh, bluh.



"Why do you suppose they wear such big pans?"

PA *(gloomily):*

There's another church. Do we have to look at it?

CHORUS OF POTTERS: No! *(And yet it's the oldest and one of the quaintest in Holland.)*

SCENE II

Beautiful, wide, straight roads, lined with tremendous trees, lead through town after town filled with neat brick houses with brightly painted shutters . . . doors, windows and front yards bloom with flowers and children . . . an air of solid prosperity and undeniable fecundity . . . the principal industries seem to be children, bicycles and bricks . . . the Potters roll into Roermond for the night, and after dinner at the hotel walk out to see the town.

MA *(nervously):*

Look, they're all coming out of their houses to look at us.

BILL: Maybe we look funny to them. *(Streets fill magically with highly amused Dutch men, women and children, who gather around Potters and laugh uproariously.)*

MAMIE *(excitedly):*

What's the big idea? What's so funny?

BILL: It's your peeled nose.

(Potters finally escape and barricade themselves in hotel . . . sight-seeing tours organized among inhabitants, who gather around hotel and watch Potter windows with intense expectancy . . . this is a bright spot in the history of Roermond . . . surely the Dutch can never look as interesting to the Potters as the Potters look to the Dutch.)

SCENE III

BILL *(after a morning's drive through endless rows of painfully neat brick villages):*

Do you know what town we're coming into?

MAMIE: Oshkosh, isn't it?

BILL: No, silly; we're coming into Doorn.

PA *(colorlessly):*

Well, what of it? What's all the shooting for?

BILL: Why, Doorn is where the Kaiser lives.

MA *(excited):*

O, let's go and see him.

BILL: Sure, he'll probably be tickled to death. Some people at the gate to see you, Your Majesty. Who are they, Fritz? Mr. and Mrs. Potter and family, Your Royalness, in their private flivver. What will I tell 'em? Tell 'em to go chase themselves, Fritz, and bring me a stein of Pilsner on your way gack.

PA: Just the same, let's go and see where he lives. I bet he's sittin' pretty.

MA *(excitedly):*

That's where he lives.

PA *(searching vaguely for suitable phrase to crystalize this historic moment):*

So this is where the Kaiser lives? Well, well. *(Feels that this doesn't quite sum up the situation, but can think of nothing further.)*

SCENE IV

Every tourist for Holland heads for two places—Volendam and Marken (pronounced Marriker), for here, as but in few spots in Holland, all of the costumes and many of the customs have survived in spite of—or perhaps it is because of the tourists . . . Volendam is but a few miles north of Amsterdam, on the Zuyder Zee, and the road winds most of the way below the big dike which prevents said Zee from spilling all over the country . . . it is here the Potters first see that curious but common Holland spectacle of a sailboat skimming high over the land . . . the road finally climbs to the top of the dike . . . two twists and the queer little, quaint little fishing village of Volendam is before us.



"What's the big idea? What's so funny?"

(Potters learn after little inquiry that you turn left when you come to the brick church and follow the street to the new brick guardhouse at the entrance to the Kaiser's private estate . . . sign over gate reads: "Toegang Verboden"; so Potters drive around estate, trying to peer through high wire fence effectively screened with bushes . . . catch glimpse of white house sitting away back.)

MA *(as the children clatter all around the car in their wooden shoes):*

Careful, you'll hit 'em. Are they girls or boys?

(It's a difficult question. Up to a certain age they are both dressed alike with the exception that the boys wear little hats instead of lace coifs . . . the fishermen in their tremendous pants and short jackets sit on their heels in taciturn circles and smoke black cigars.)

BILL: Why do you suppose they wear such big pants?

MAMIE: Why do you suppose the women wear so many petticoats?

MA: And look, all the women's hair is bobbed short like a boy's. Why, do you suppose?

(One legend has it that many years ago when the men of Volendam went away to war the women folks cut their hair off so they wouldn't be attractive to anybody else meanwhile . . . the dear sex hasn't as good a reason as that to-day. . . . Potter equipage continues down dike to the Spaander, where all good tourists go who have been convinced that seeing opera bouffe Volendam is seeing Holland . . . next morning a fishing smack with mahogany colored sails and the subtle aroma of ten thousand deceased fish scuds over the Zuyder Zee with the Potters to the island of Marken, where the costumes are even more picturesque and the tourists even more terrible . . .)

INTERLUDE

Being an extract from "The English Schole-Master; or Certaine rules and helpes, whereby the natives of The Netherlands, may bee, in a short time, taught to read, understand, and speake the English tongue. (Published in 1658, when they seem to have had more time in which to be courteous.)

SALUTATIONS AT MEETING AND PARTING.

CLEMENS. DAVID.

C.: God save you, David.

D.: And you also, Clemens.

C.: God save you heartily.

D.: And you also, as heartily.

C.: How do you?

D.: I am well, I thank God; at your service; and you, Clemens, how is it with you? Well?

C.: I am also in health; how doth your father and mother?

D.: They are in good health, praised be God.

C.: How goes it with you, my good friend?

D.: It goeth well with mee, goes it but so well with you.

C.: I wish you good health.

D.: I wish the same to you also.

C.: I salute you.

D.: And I you also.

C.: Are you well? Are you in good health?

D.: I am well, indeed I am in good health, I am healthful, and in prosperity.

C.: That is good. That is well. That is pleasing to me. That maketh mee glad. I love to hear that. I beseech you to take care of your health. Preserve your health.

D.: I can tarry no longer now. I am in haste to be done. I must go. I have need of my time. I cannot abide standing here. Fare you well. God be with you. God keep you still. I wish your health may continue.

C.: And you also, my loving friend, God protect you. God guide you. God bee with you. May it please you in my behalf, heartily to salute your wife and children.

D.: I will do your message. But I pray, commend me also to your father and mother.

(The author presumes, of course, that the father and mother are still living by this time.)

(And that's that—until next Sunday.)

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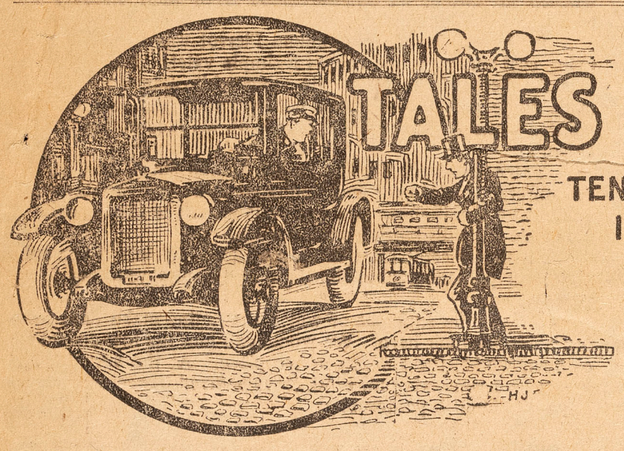
"So this is where the Kaiser lives? Well, well"



TALES OF A TAXI-MAN

TEN YEARS BEHIND THE SCENES IN LONDON'S UNDERWORLD

The fifth instalment of this series deals first with some of the famous "fares" the writer has driven about the West End. Details of some exciting taxi-drives follow:

MANY of my pals have told me some interesting yarns concerning very well known public men they have driven at various times. Bottomley figures in a good many of these tales, for he was a lavish user of taxis, and paid like a prince—when he was in a good temper, but when he wasn't he could be quite niggardly.

One of my driver-friends well remembers driving Bottomley home to his flat during an air-raid on London.

The warnings had been given, and my friend was passing a famous restaurant in Oxford Street, when the doors swung back and the portly figure of Horatio Bottomley emerged. He caught sight of my friend and his cab, summoned him and ran to meet him. The great man was panting and looked pale.

"Do you know who I am?" he asked, not for the first time when addressing a taxi-driver.

My friend nodded.

"Take me to my flat, then, Horatio ordered. "Those blighters up in the sky are after me!"

My friend took him home at double quick speed and, before dismissing him, Horatio handed him a five-pound note.

The all-clear signal came round, and a policeman passed, letting all know that there was nothing to worry about and the alarm had been a false one.

I DON'T think I shall ever forget driving an old gentleman who used to live near the British Museum and for whom I had to call every Friday afternoon.

He would come out laden with tracts of a religious nature and would always have a definite route marked out for me. As we drove along he would throw tracts to pedestrians and sometimes shout a "God bless you!" to them as well.

He always requested the hood to be lowered, if the weather was fine, and sometimes he would stop the cab, get out and speak to someone whose appearance impressed him.

Once the man he approached resented his doing so and promptly knocked him down. A policeman rushed up, but my fare declined to pursue the matter further and, after offering his assailant his hand—which was declined—he returned to the cab and, with a quiet smile, ordered me to drive on.

One Friday when I called at his house I learned that the old man had passed away, but I was requested to leave my name and address. A few weeks afterwards I received a cheque for twenty pounds. The old man had left that sum to me, in his will, "for the faithful service in the cause of Christianity which my taxi-driver has rendered me during two years, and for which I can never show the gratitude I truly feel."

I gave some of the money to a charity, as I felt that, as my late fare had always tipped me generously. I could not retain it all.

I shall not soon forget an experience I had which is typical of many of which my friends can tell but which I, myself, have only come across once in a long and not unexciting career.

A YOUNG man and woman hailed me in Regent Street, and, saying they had only a few minutes to catch their train, requested me to "drive like the dickens" to a London terminus station. They were obviously afraid of losing their train, or something of the kind, and I made off at a high speed towards the station in question.

We were rushing through a square not far from the station when a shot rang out and my rear-left tire went flat.

I pulled up, but the young man leaned out and pointed a revolver at my head.

"Drive on, I tell you! If you don't.....

I had no choice but to obey, but a cab behind swiftly overhauled us and a couple of plain-clothes detectives got out.

The young man put up a stern fight, but he was secured with his female companion and soon handcuffed.

The reader can judge my surprise when I learned that I had been helping a couple of notorious crooks—the young man and the woman who proved to be his mistress and accomplice—who were being pursued by the police when they hailed me. They are still in prison, I believe, "serving time" for a series of thefts in and around London.

A FRIEND of mine was once putting petrol into his engine near a curb in the West End when two people passed, and he caught scraps of their conversation.

It appeared that they had just met, and the young man—whose companion was a smartly dressed woman—suggested they should go "home." The woman was cross at his having been late, for some reason or another, and said her husband wouldn't be safe if he caught sight of him.

The young man suggested to drive in a taxi and the woman agreed. They hailed my friend, who took them for a drive.

The young man's features impressed themselves on his mind and a few weeks later, he saw a photograph in the papers which recalled the face.

My friend had been driving Frederick Bywaters, the Ilford murderer, but the identity of the woman—who was certainly not Edith Thompson—still remains a mystery to him.

In Limehouse one night, a driver I knew, was walking home when he saw Bywaters fighting with a burly seaman in a circle of shouting dockers and sailors. Bywaters got a severe thrashing and the reason, the driver learned later, was that his opponent had seen him with the young girl with whom he, Bywaters' opponent, was living.

The girl watched the fight, and urged Bywaters on, but when her hero was down, her "husband" turned on her and would have done her serious harm had not those around interfered.

Bywaters was well known in many taverns near the docks, and it is rumored that he lived for a short time with a Spanish girl—a barmaid in a public-house near Limehouse Basin who tried to murder him with a dagger when he found her charms no longer appealing to him.

After this incident it appears that Bywaters deemed it no longer wise to visit his old haunts and the next Limehouse heard of him was through the newspapers. That story everyone knows.



The Heart of a Mongrel

By ALBERT PAYSON TERHUNE

Author of "Lad; a Dog," "Lochinvar Bobbie," and other stories about dogs.

JUST as measles sweeps a whole school, so the dog-craze smote the commuter-settlement at Paignton. Within six months, twelve families, on Vine Street, alone, had acquired dogs. And almost no two of the dogs were of the same breed.

Then it was that Old Man Negley came to the fore.

Old Man Negley had not the good luck to live on Vine Street with its deep yards and broad lawns. He lived in a shack, down on River Street; he and his smiling fat wife and their three dogs. But he was a daily visitor to Vine Street; where he cut lawns and made gardens in summer and shoveled snow and made furnace fires in winter.

Hitherto, the old chap had had no special claim to distinction, besides being a good workman. But now it was discovered in some way that he had spent many years as a kennelman and as a hangeron at dogshows.

Wherefore, the new dog-craze on Vine Street made his advice and opinion as much in demand as those of the only doctor in a busy town.

For the dog-owners were finding that it is one thing to buy a pup; and quite another thing to understand him or how to care for him. Commuters fell to waylaying Old Man Negley for information and to ask him innumerable questions about their particular breed of dog.

ONE noon, as Old Man Negley parked his lawnmower in the lee of the Crothers' porch and sat down beside it in the shade, for lunch, two little figures came around the corner of the antique converted farmhouse and bore down upon him.

One was a twelve year old girl, Sibyl Crothers. The other was a nondescript little old yellowish-gray dog.

"Mr. Negley," said the child with trouble quivering in her sweet voice, as she pointed to her beloved dog, "Maisie Burk says that Paddy, here, is a mutt. He isn't, is he? You know all about dogs. He isn't a mutt, is he?"

"No," returned the old man, gravely, as he proferred the disreputable little dog a sliver of corned beef from his first sandwich. "No, indeed. Paddy isn't a mutt. The blood of the finest champions in the dog-world is flowing in Paddy's veins."

"Really?" exclaimed the delighted child. "Champions of what breed, Mr. Negley?"

"All breeds," responded Old Man Negley.

Sibyl's face flushed. She passed a protecting arm about Paddy; and glared defiance at the old man.

"I don't care!" she flashed. "He's the dearest, wisest, best dog that ever was. Daddy gave him to me when he was a puppy and when I was only just big enough to walk. And he's been my chum ever since. And now these other girls with their newfangled thoroughbred dogs are turning up their noses at him! But I didn't think you'd make fun of——"

"Hold on!" begged the old man.



You know all about dogs, Mr. Negley. He isn't a Mutt, is he?

"Hold on there, Missy, I meant what I said. The blood of some of the grandest breeds on earth is in every mongrel. That is why a mongrel is the healthiest and strongest and smartest and often the prettiest dog alive. I wasn't making small of Paddy."

SIBYL eyed him, doubtfully. He went on.

"Did you ever go to a trained animal act? I hope you didn't; because nine times out of ten they are the result of more cruelty than I like to think about. But if you did, you'll have noticed every time that the best trick dogs are mongrels.

"Do you know why that is? It's because a mongrel learns twice as quickly as the toroughbred and because he is healthy enough to stand work and hardships that'd kill any pedigreed pup.

"Back in France and Flanders, they used all sorts of dogs for couriers and for such like. Do you know the kind of dog that lasted longest and did the most heroic things and showed the most sense? Some say the Collie. Some say the Airedale.

"But the British War Office kept tabs. And I happened to read a copy of the report at the town library, once. It was the mongrel that did best service at the front. He was the dog that had all the best traits of all the other breeds. And that combination made him staunch and loyal and wise and brave.

"People get a pedigreed dog, for a big price; and they pay a fortune for him and they spend loads of time and money in training him and in humanizing him; to bring out all the very best in him.

"People get a mongrel, for fifty cents or for nothing. In this world we're apt to value a thing by the amount it costs us. So they don't bother to train a mongrel as they'd train a thoroughbred.

"In spite of that, he often surprises them by his cleverness. If they'd take half the time and trouble to train him as they do to train a purebred he'd reward that time and trouble fifty times over.

"Every now and then you hear about distemper epidemics killing hundreds of costly dogs. About fifty per cent. of the thoroughbreds that have distemper die of it.

"Ever hear of a mongrel dying of distemper? No. And you never will. They get it; and they crawl under the barn or mope around the house for a few days. Then they are well again.

"If you've kot the right kind of a mongrel and treat him right you've got one of the grandest dogs the Almighty ever made. Don't be ashamed of him. Be ashamed of yourself if you haven't brought out all the best in him.

"HE'S more anxious to learn than you are in teach him. He'll not only learn but he'll use his brain in an independent way, besides.

"For instance, when I was a kid, we had a mongrel—a reg'lar 'yaller dog.' And we had a purebred terrier.

"One day I went for a tramp in the woods with both of them. I got stuck in a quicksand-slough. They weren't big enough to pull me out. I hung onto a branch overhead and wondered how long I could hang on before my strength went and the slough would get me.

"The terrier barked and danced around me, and tried to pull me out with his teeth. But he was too little.

"The mongrel didn't waste time like that. He grabbed my cap, that had fallen off, and home he galloped with it, lickety-split, to Dad; and he laid the cap at Dad's feet and he yanked at Dad's trouser legs till he made him follow him to the slough, just in time to pull me free.

"That was brain, against just plain devotion. That was the true mongrel of it.

"Now, the next time some kid sneers at you for loving Paddy and for being proud of him, you say to her:

"'Your dog has only one breed. Mine has a dozen. And every one of that dozen is every bit as good as your dog's one.' Have some more meat, Paddy?"

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Eczema Covered Arms of This Healthy Child

Mrs. Alex. Marshall, Sprucedale, Ont., writes:—



Baby Marshall.

"When my little son was three months old he broke out in sores on his chest and arms. We did all we could to heal those terrible sores, but nothing did him much good. Finally I ventured on a box of Dr. Chase's Ointment and kept on using it. At last we were rewarded by the steady healing of the sores, and finally he was completely relieved of them. He is now three years old, and has had no return of the trouble since."

DR. CHASE'S OINTMENT

60 cents a box, all dealers or Edmanson, Bates & Co., Ltd., Toronto.

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THE EDITORIAL PAGE

The Toronto Sunday World

Toronto Sunday World

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All manuscript, drawings and photographs submitted to the editor must be accompanied by return postage. The name and address of the sender should be written plainly in the upper right-hand corner of the first page of the manuscript, and on the back of each photograph and drawing. Manuscript will be considered when written on one side of the paper only. Sufficient room should be left between lines to permit editing.

The Real Danger

Fear is expressed by some earnest observers that the high wages offered to brick-layers will deprive the country of college professors. Who, they ask, will bother wearing the "mortar-board" when he can make more money by toting a real one?

But the real danger of a depleted army of college professors may be more imaginary than real. The college professor appears to command a social status beyond the reach of any brick-layer, however respectable. If there is any sign in evidence that men, or their wives, are losing their desire for social success, then college professors are steadily petering out. If not, the danger to be feared is a possible shortage of brick-layers.

Another great advantage in being obscure is that you don't have to travel incognito.

The Modern Coward

A man out of the old romantic novels who strode along the highway ready to draw his sword and fight anyone who seemed to offer him insult would not go far today without being arrested for disturbing the peace. The old system had obvious defects, yet it was not without certain advantages.

The coward of long ago was easily discovered and quickly put in his place. Too often in our time the coward swaggers with the gentlemen until, perhaps he runs down some innocent pedestrian in his motor car and speeds away from the scene of the performance.

Lady moral reformer traveled all over Canada without seeing a girl smoking. Is this a compliment to Canadian girls on their habits—or on their discretion?

The Ancient Sea

Apart from the excitement of eluding motor cars and of dodging pedestrians, little enough is left in life to thrill the landlubbers. Not unfrequently however, sailors landing from the seas bring with them stories of hardships and suffering under conditions similar to those whch prevailed in "the good old days."

The restless seas are still capable of thrusting frail human beings back through the centuries to the times when the thousand comforts and conveniences of today were lacking. Perhaps this fact helps to make up the lure of the sea which makes its devotees yearn for the booming of the breakers along the beach.

A coal miner ended his life by throwing himself under a street car in the West, which indicates that wealth isn't everything.

The Goldfish Personality

A scientist claims to have discovered that the goldfish is useful, in that his gentle curving around the bowl exercises a beneficial influence on nervous patients. The mere appearance and manner of the goldfish give him a part to play in life.

The goldfish is not the only creature who finds his personality an asset in the modern world. Technical schools can teach the ambitious youth a lot but unfortunately, there is no institution which can guarantee to provide the student with that charm of appearance and manner for which the world is always ready to pay a large return, in business as well as in social life.

By following an intoxicated man, Ontario police located a still. After all, no advertisement has greater pulling power than the satisfied customer.

THE CAUSE OF SICKNESS

Almost Always Due to Weak and Impoverished Blood.

Apart from accident or illness due to infection, almost all ill-health arises from one or two reasons. The mistake that people make is in not realizing that both of these have the same cause at the root, namely, poor blood. Either bloodlessness or some other trouble of the nerves will be found to be the reason for almost every ailment. If you are pale, suffering from headaches, or breathlessness, with palpitation of the heart, poor appetite and weak digestion, the cause is almost always poor blood. If you have nervous headaches, neuralgia, sciatica and other nerve pains, the cause is exhausted nerves. But run down nerves are also a result of poor blood, so that the two chief causes of illness are one and the same.

If your health is poor; if you are pale, nervous or dyspeptic, you should give Dr. Williams' Pink Pills a fair trial. These pills act directly on the blood, and by enriching it give new strength to worn out nerves. Men and women alike greatly benefit through the use of this medicine. If you are weak or ailing, give Dr. Williams' Pink Pills a fair trial and you will be pleased with the beneficial results that will speedily follow.

If your dealer does not keep these pills you can get them by mail at ...cents a box from The Dr. Wil...ms' Medicine Co., Brockville, Ont.

THE MILL RUN

In his valuable book on "The Art of Writing," Sir Arthur Quiller-Couch devotes a chapter to what he calls "jargon." We have no doubt that he could find specimens of it in this column as well as in many other columns of our newspapers. By jargon he means the sort of writing that is not the result of work, the use of hackneied phrases, of groups of words when single words would do, of combinations of words, which, when analyzed, are shown to be of dubious meaning or even of a meaning opposite to that intended by the writer. To write jargon is a serious fault, and there is only one fault worse, that we know of. That is to write gibberish. We quote the following poem by Wallace Stevens entitled "Bantams in Pine-Woods:—

"Chieftan Iffucan of Azcan in caftan
Of tan with henna hackles, halt,

Damned universl cock, as if the sun
Was blackamoor to bear your blazing tail.

Fat, Fat, Fat, Fat, I am the personnel.
Your world is you. I am my world.

You ten-foot poet among inchlings. Fat,
Begone. An inchling bristles in these pines,

Bristles, and points their Appalachian tangs,
And fears not portly Azcan nor his hoos."

No. This is not the result of a compositor's error. If there are any errors here they do not cloud the sense. Can you make anything out of it? It is not jargon, because jargon at least gets itself understood, however clumsy. If a man says "It's me" it is not good English, but it is plain enough. In fact, we know people who, if they said in answer to our "Who's there?" "It's I," we wouldn't believe them or open the door.

* * *

Mr. Wallace Stevens is referred to by Mark Van Doren, writing in The Nation, as a wit and poet, and Mr. Van Doren says that he writes nonsense. Nonsense used in this sense is flattering to the verge of fulsomeness. Imbecilities is what Mr. Stevens writes. Lewis Carroll wrote nonsense, but it was shining nonsense. W. S. Gilbert wrote nonsense, and to write nonsense of that quality requires quite as much wit as to write brilliant dialogue or graphic characterizations.

* * *

Here is another specimen from the works of Gertrude Stein, an American poet who, we believe, is hailed as one of the literary geniuses of the age, and again we assure you that it is not typographical error:—

"A sound. Elephant beaten with candy and little pops, and chews all bolts and reckless little rats, this is this.

"Custard. Custard is this. It has aches, aches when. Not to be. Not to be narrowly. This makes a whole little hill."

Yes, that's that. But does it convey any meaning to you? We are assured that it means something to the author and the little band of idolators who revere her as Mary Baker Eddy was revered by her followers. When T. S. Eliot wrote "The Waste Land" a long poem that won a prize it was supposed by his admirers that he had put over an elaborate "spoof" upon the new intellectuals. His enemies saw in it the hues and imaginings of delirium tremens. But Mr. Eliot explained that he was in earnest. His opus contained the couplet:

". . . The daughter of Officer Porter
Washing her feet in soda water."

and described with considerable vivacity the spectacle of combination underwear hanging out to dry. This then, is poetry.

We do not contend that to enjoy poetry it must be reducible to terms which we can understand, We do not think in poetry. We think in prose and when poetry is translated to prose it ceases to be poetry. For instance, we do not pretend to understand Keats when he speaks of:

"Magic casements opening on the foam of perilous seas in fairy lands forlorn," but we know it is beautiful, and can understand why Kipling thought the lines the loveliest in the English language. We can be thrilled by great music without knowing what the author meant when he wrote it or without a notion that we could supply appropriate words for it. Nobody can write libretto to the woods in autumn.

We like to be broad minded, but we hope to draw the line before the stage of being addlepated is reached, and if we regarded "Bantams in Pine Woods," or the writings and ravings of Gertrude Stein as poetry, we should ask an alienist to give us the benefit of his attention. These literary bolsheviki say that all great poets were misunderstood in their generation, an assertion that is flatly false. Some of them, like Keats, Shelley and Byron, were attacked for various reasons, but all of them were as intelligible when they wrote as they are to-day. Browning, who was obscure forty years ago, remains obscure. Tennyson was obvious and rather suffers from it. A reader does not pry new secrets from him on re-reading, as one may from Wordsworth or Milton, or in our own day, from Masefield and Housman. But we predict that you may ponder on

"And fears not portly Azcan and his hoos,"

for forty years and fail to wring a drop of beauty or even intelligibility from it.

—J. V. M.

THE SPIRIT OF PIERROT



This Week's Great Day

Memorable Events in the history of the Empire

By Charles Conway

THE EXECUTION OF SIR WALTER RALEIGH.

October 29th, 1618.

THREE hundred and five years ago, on October 29, 1618, the execution of the gallant Sir Walter Raleigh brought to a close one of the most romantic and adventurous careers in British history.

Raleigh had already made two voyages to the New World with his famous half-brother Sir Humphrey Gilbert, and had fought as a soldier in Ireland, before he attracted the notice of Queen Elizabeth, which he did by placing his mantle on the ground, so that she might walk dryshod across a puddle which stood in the royal pathway. His ready wit and handsome face charmed the Queen, and he speedily rose to a position of high favor at Court.

He organized several expeditions to the New World, which brought him a considerable fortune, and which were also the means of first introducing tobacco and potatoes into Britain.

He incurred the displeasure of the Queen by secretly courting her god-daughter, Elizabeth Throgmorton, and was imprisoned in the Tower. His confinement was not a very rigorous one and he had considerable freedom, of which he took advantage to get married to his lady-love. This act led to a period of solitary confinement, from which he was ultimately released to quell a mutiny on board one of his ships, which had returned laden with great treasure. He presented the Queen with a large portion of the spoil, with the result that he was forgiven and restored to the royal favor.

When he was 51 years of age the Queen died, and James I, who hated Raleigh for some unknown reason, promptly charged him with high treason. His trial was a shocking travesty of legal procedure, and he was condemned to death for a crime which he stoutly denied, and of which there was not a single shred of evidence. The sentence was not carried out, but he was imprisoned in the Tower for thirteen years, during which time he wrote a history of the world.

He was finally released to conduct an expedition to Guiana, on the understanding that if it succeeded the major portion of the profit and glory should be the King's, but that if it failed or caused any trouble with Spain, the entire blame was to be borne by Raleigh. The expedition ended in disaster, mainly owing to the treachery of the King, who failing to get Raleigh put out of the way by slow poison, ordered him to be executed in accordance with the sentence of fifteen years before.

Raleigh met his totally undeserved death with the utmost fortitude. With him perished the last of the illustrious men who created the undying glory of the reign of Good Queen Bess.

(Copyrighted.)

CATNIP AND DOGGEREL

CONDUCTED BY RUB.

A BRIGHT BOY.

Rufus Light, who was a shining
success at school, is now looking
for a job. He should have no
difficulty in being placed, for
every day there is someone advertising for a bright boy.

NOT FIT TO DRINK.

Bay Rum, which nourishes the
hair,
Is now condemned, because
It's bringing woe to some who
care
To break the liquor laws.
If these complaints against Bay
Rum
Are founded upon fact,
The time to do something has
come;
The Harbor Board should act!

IN THE WRONG PEW.

A French authority is over here to tell us the difference between fermented and distilled beverages but it is hard to quite understand what difference the difference makes to us.

HARD ON THE NERVES.

The razzle-dazz Jazz of the up-to-
date dance.
Calls for athletic agility,
Making us creepy as wild couples
prance.
Oh! What a responsibility
Hangs by a thread that threatens
collapse
Throughout the gymnastic paces
For those flimsy feminine shoulder
straps
And the buttons that hold men's
braces.

POSSIBLY SO.

Can it be that nervousness in regard to banks is responsible for the return of the long skirt? That theft of a couple of thousand dollars from a lady's stocking, while she had it on, suggests something of tne kind.

WHAT'S THE USE?

The Prince came here incognito,
And we've been wondering since
If anybody didn't know
He really was the Prince.

Are We Losing the Capacity to Make Our Own Fun?

LIKE sunshine and wine "and Provencal song" in an elevator shaft, incongruous, Pierrot tosses confetti from a steel and concrete monolith. What does this impudent fellow represent, as, daintily clownish, he heaps his kisses on a modern crowd? What is it all about?

Pierrot is, first of all, a chap who amuses himself. Imagine in this age anyone entertaining himself when there are others payable to amuse him. Again, Pierrot is the strange creature who does not mind amusing others free, gratis, for nothing. Another oddity surely—that one should risk being taken for a professional entertainer, an actor.

Poor Pierrot has a third characteristic. He is at heart sad. With all his white garb, all the whiter for his big black buttons, he is a creature of romance, gay on the surface but cherishing a secret sorrow. In that fact he has something in common with all the merry fellows of history and story, something also akin to mankind in general. For we laugh and are sad.

But Pierrot stands for a problem: wherewithal shall this age be joyful hiring the maker of joy? And also, how long will joy that is manufactured endure?

* * *

THE habit of relying on others to "tickle us and make us laugh" is spreading from city to country. Hallowe'en on the farmsteads of Ontario is not what it used to be. Our yeomen are sophisticated. Like the town dwellers and citizens, they want someone to make them merry. And they are learning to despise those who amuse them for pay.

So Pierrot has to take refuge on a skyscraper to hide his sorrow and make vain effort of his own free will to stir us up to enjoyment, in respect of which we are not "self-starters" or even susceptible of being cranked; rather we are trailers.

Let us learn more about Little Peter himself, Pierrot as the French used to call him, Pedrolino as he was known much earlier among the Italians. Perhaps in him and in the soil whence he sprang we self-conscious races shall discover the lost art of fun-making.

In the old French pantomime Pierrot was a jesting character, cast usually in the role of a simple valet. And at that he was the hero of the play. He wore white pantaloons and a large white jacket with ebony buttons, and often had his face painted white (fancy a movie hero with his face chalked like a clown's).

Trace him back farther, to the Italian stage, and he was not different. His garb and countenance were invariably whitened like a tennis shoe. His garb was loose and always daintily clownish. His disposition was freakish.

Modern Pierrot plays have converted him into a romantic and even pathetic figure, like Charlie Chaplin yearning to do tragedy.

Such is the stuff out of which the Latins make their leading character their hero. We would call him the low comedian, or even worse, the buffoon of the piece. At the very best he would be a wandering minstrel, if transferred to the chilly climate of an English pantomime.

* * *

PIERROT typifies what some would consider a deep racial difference. The sunny southerners of Mediterranean race make their own frolic. They do not attend carnivals or fiestas as spectators but as participants. Naturally, they idealize the biggest funmaker of them all.

There was once an Anglo-Saxon youth who used to cut capers for his mates. They laughed and cheered him, but he knew that inwardly they despised him for it. So he said:

"I am no fool; the only fool is he who makes a fool of himself and doesn't know he is doing it. I know what I am out to do. You folks don't know what fools you are."

He had the Latin idea as dressed up in Pierrot, but still he feared their scorn and was melancholy at heart. So was Mark Twain. So have been all our humorists. Men of great thoughts and high purposes, they dare not be serious for fear they be taken in jest.

* * *

IS Pierrot then so unfortunate? With his capers and frolics and lurking melancholy, is he altogether useless and antiquated?

The race is in danger of losing its ability to provide its own relaxation. We are spectators at games and performances. Golf and dancing are among the few hopeful signs. These two things we often do for ourselves.

A Chinese attended a ball and exclaimed in amazement and disgust: "Why don't they hire servants to do that for them?" In almost everything but dancing we are getting the Chinese idea.

* * *

THE traditional sports of Hallowe'en, May Day and all other ancient festivals are being lost. England is merrier and truer to its popular traditions even if they are kept up with traditional sadness.

It is not so with some other nations. The Italians and even the proud Spanish retain joyous old customs. Venice and Naples, Toledo and Marseilles, are all true to the gay spirit of improvisation which for the time of the great annual carnivals makes the cobbler over into an actor, gives the grocer's boy a leading role, and sets the whole town playing in street and square.

The world always has need of the spirit of Pierrot, willing even to be misunderstood in order that he may enjoy himself and give others pleasure.

Wisdom of the Editors

THE SHEEP.

Brandon Sun:

Also the folks who went round with "every day in every way, etc." are now the ones that have no bananas, yes.

THE LIMIT.

Owen Sound Sun:

Of all night noises in the city, that of roystering rowdies sometimes of both sexes, at "any old hour" of the night are the worst.

OLD HEADS.

Midland Free Press:

The Midland school children appear to be in close touch with the money market. Their deposits in The Penny Bank were $138.14 less in June than in May.

HERE TO STAY.

Oshawa Reformer:

There is no doubt but that more consideration must be shown the motorist. He is here to stay. A quarter of a million cars cannot be ignored either by railroads or governments.

FEATURES

Music ~ Theatrical ~ Automotive

The Toronto Sunday World

FEATURES

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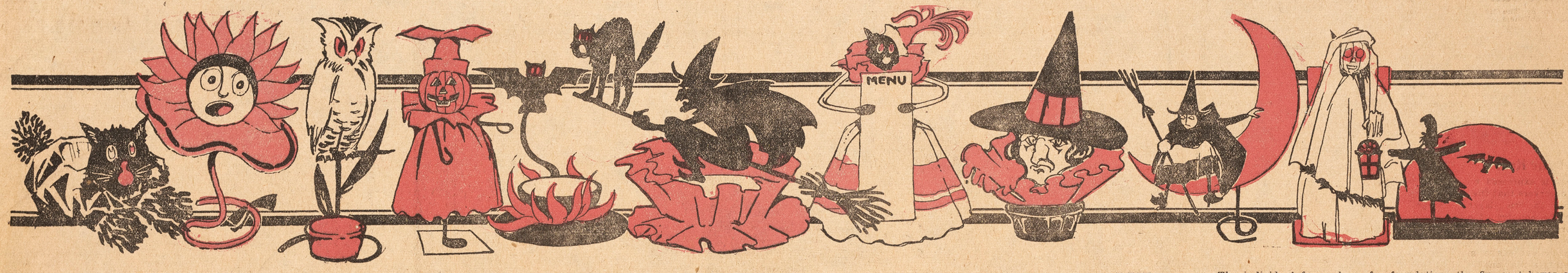


AGE-OLD RULE OF GNOMES AND GOBLINS HAILED ANEW

From Noisy Jamboree to Sprightly Revel. Evolution of Toronto's Hallowe'en.

BY CECIL WILLIAMS.

THE Hallowe'ens when the Toronto police turned out in force to escort an uproarious army of seven to eight hundred university men along Yonge Street home, and more than one exuberant student ended his revels in the police cells, are gone forever. No more is All Hallows celebrated by removing gates, disabling doorbells, pulling out the cabbages of the kitchen gardens and bombarding the doors of the unlucky owners with them; carrying bags of flour which, when they descended on the unfortunate passer-by, bathed him in a shower of whiteness; blowing a flame through the keyhole into the midst of a startled family, by means of lighted tow in a tube; and the innumerable other impish pranks of "the good old days."

To illustrate the hectic nature of Hallowe'en in the past, we give two accounts, taken at random, of the festivities of the Varsity men. Thirty-three years ago, in 1890, the students, after leaving the Grand Opera House, in which the performance had been enlivened by the more or less musical accompaniment of their tin trumpets, marched up Yonge Street, leaving behind them a trail of damaged and smashed signs and awnings. One of the young men who was jostling people left and right, came into collision with a policeman. The guardian of the law was knocked down, and, regaining his feet, promptly arrested him. With the assistance of eight other policemen he escorted him to the police station, followed by an uproarious crowd of students. At two o'clock in the morning he was bailed out by his friends for $200; and in the Police Court next day was sentenced to a fine of two dollars and costs or ten days. The smallness of the fine indicates the sympathy of the magistrate. Nowadays it costs anyone who "starts something" on Hallowe'en a fine of fifty dollars. This fact, coupled with the cessation of excessive jubilation during the war accounts for the tameness of the revels of recent years.

IN 1895 the medical and dental students began their preparations for their jamboree months before hand, and took possession of the opera house. Committees were appointed to secure their positions in the galleries and the boxes. "Trilby" was played that night, and the dental students sent a deputation to interview "Trilby" at Hamilton and get her to wear their new colors, garnet and light blue. The opera house was profusely hung with the colors of the rival schools. There was scarcely standing room in the house, and a piano having been taken to the upper gallery, the well-known college songs were sung between the acts with a generosity only equalled by their lustiness. They varied the proceedings by shouting that a certain patent medicine had saved all their lives. Flowers galore were handed to "Trilby" at the conclusion of the performance until the stage looked like a flower show. Leaving the theatre the students marched in line up Yonge Street as far as College, paid their annual visit to the Bishop Strachan School, and gave their college yells for the benefit of the girls behind the lighted windows. It was raining heavily that night, which somewhat subdued them, and the police escort breathed prayers of thankfulness that they had no occasion to come into contact with the heavy oak sticks the Varsity men carried, and with which they beat a tattoo on the walls, fences and road during their parade.

HALLOWE'EN is an old pagan ceremony, and has both a Roman and Druid origin. On November 1 the Romans held a feast to Pomona, the goddess of fruits and seeds. On this day the stores that had been put by for the Winter were opened. Early in November the Druids held their Harvest Festival. It was one of the quarterly periods when they lighted their bonfires in honor of Baal, and these fires were kept up even in the Christian era, especially in Wales. Each family had its fire, and every member would mark a stone and cast it in the flames. The following morning they would search for them among the embers, and if anyone could not find his stone he was destined to die within the year. The fire-lighting ceremony was followed by feasting on nuts, apples and parsnips. The celebration of the fifth of November in the Old Country really dates back centuries before the days of "gunpowder, treason and plot," and we can plainly see how apples, nuts and pumpkins have become an integral part of Hallowe'en.

The first religious observance of Hallowe'en was held in Rome in the seventh century, at the time the Pantheon was converted into a Christian temple. It is to-day observed with a regular service by the Roman Catholic and Episcopal Churches.

THIS is the day, it was popularly supposed, when fairies, elfs and goblins are abroad and work mischief; the powers of the invisible world are unloosed and spirits become visible. It is the one day of the year in which you can look with most certainty into the future, by the divining powers of nuts and apples, and specially so is this true of your matrimonial prospects. Children born on this day can converse with the invisible, with fairies and angels.

If a young lady will mount the stairs backward, enter a dark room alone and look in a mirror on this night she will see there the face of her future husband. If she wants to know his financial position she must walk blindfolded into a kitchen garden and pull up a cabbage. The amount of earth that adheres to it is the measure of his wealth. If she desires to know whether she will ever be married she must put two bowls on a table, one filled with water, one empty. Then, blindfolded, she must turn round three times and put out her finger. The spirits that are abroad will guide it to the right bowl, and if it is empty she will remain a spinster, but if it is full she will be happily married. If she wishes to know her lover's initial she must peel an apple and swing the apple peeling three times round her head, then let it go. It will fall so as to represent his initial, and though none else can see it, she will. But a method that was supposed to be infallible is to put a glass of water on a table by the bedside. When she sleeps she will dream of falling from a bridge into a river. A young man will dive in and save her and his face will be the face of her true lover.

ALL kinds of stunts can be arranged to make a merry Hallowe'en party. When the guests arrive, a sheet-draped ghost can stand at the door and flash a light on a notice reading: "Follow the rope." The rope leads them to the top of the stairs, dimly lighted by pumpkins and skeleton lanterns, while some one makes unearthly sounds with a bow string and metal tub. At the stair-head stands a witch, who compels each guest to take the following vow:

"I promise that I will not shirk
My part in Hallowe'en's merry work,
In all the fun I'll do my share
To make it an evening beyond compare."

Blindfolded they are then taken into the decorated room of the party.

The hostess herself will certainly get more enjoyment planning and putting up the decorations than the guests do at just seeing them. The more startling and grotesque the effects the better. Funny-faced gnomes with long arms and legs of wire make a new decorative note. The chandelier and side lights should have features which are printed on a pumpkin design crepe paper cut out and pasted directly on the glass shades. Curls made of black serpentine paper and bangs of slashed crepe paper complete this feature of the decoration. You have no idea, until you have tried it, the variety of ludicrous arrangements which can be made.

The individual favors have for foundations the five-cent boxes of raisins. To them are added faces painted on cardboard, wire arms and legs, and suitable costumes. If each one can be different, so much the better. They may be made to sit on the edge of the table in all sorts of comical poses.

The raisins may be taken out of the boxes and replaced with an assortment of colored candies, raisins and nuts with which fortunes may be told. The tiny gumdrops which come in a variety of colors are very good for this purpose.

Make four the unit of perfection. For instance, four red candies indicate that the future mate will have a very quick temper, three not so excitable a disposition, and so on, while one indicates a very mild temperament, and so on. Yellow denotes wealth, white the number of times married, raisins a gay life, almonds travel, and walnuts will show the length of life. Other fortunes may easily be made up. The hostess, of course, holds the "Key."

ANOTHER scheme of fortune telling, particularly well suited to a larger group is to have twelve different fortunes arranged ready to read. All whose birthdays are in January are asked to say so. Their fate is then read. The fortunes of the other months follow in succession. These fortunes, if preferred, may be folded up and placed in a kettle centerpiece from which they are drawn and read.

The superstitions mentioned above can be adapted for a party so as to occasion much amusement. The partners for supper can be found by giving the ladies a folded piece of paper on which is written one of the following conundrums, while the gentleman is given the answer.

What nut grows close to the sea? (Beechnut).
What nut grows the lowest? (Groundnut).
What nut has the color of a girl's eyes? (Hazelnut).
What nut is good for a naughty boy? (Hickory).
What nut is like an oft-told tale? (Chestnut).
What nut grows on the Amazon? (Brazilnut).
What nut is like a naughty boy whose sister has a beau? (Pecan).
What nut is like a Chinaman's eyes? (Almond).
What nut is the favorite nut of Masons? (Walnut).
What nut is like a good cow? (Butternut).
What nut does the farmer take to town? (Wagon nut).

ANOTHER game is to hide some nuts, a ring, a thimble and a copper. The one who finds the most nuts will be the luckiest during the coming year; the thimble indicates single blessedness; the ring a speedy marriage, and the copper, wealth.

The hostess can make popcorn, and the one whose corn pops first will be the luckiest, the next not so lucky, the last unlucky.

The centerpiece can be a cake, and the hostess can cut witch cats out of a candy paste with a pastboard pattern and press them into the icing on the side of the cake; also make the figures and hands of a clock from the paste and put them on the top of the cake.

Ontario's Greatest Criminal Mystery

Legal Battle Staged in Little Haldimand County Courtroom Over Identity of Alleged Murderer of John Hamilton Nelles Was One of the Most Dramatic in History of the Province--History of Case Like a Collins' Tale.

By ALBERT R. HASSARD.



SOMEWHERE in his monumental History of Civilization the famous historian-philosopher Buckle has said that as the generations roll onward there is seldom much improvement to be found in men's morals, while the real improvement that is to be discerned is in men's education. As this latter progresses, ancient errors fall away, and the truths born of enlightenment and knowledge make ineffable impressions upon humanity.

In consequence of this, we do not any longer see women being publicly ducked, nor closely wedged in the stocks. We do not read of men being flogged at the cart's tail through the public streets, nor tortured on the rack. But murders, robberies, burglaries, and many other kinds of crime are nearly as abundant as they have ever been in the darkest epoch of the world's history.

There have been epidemics of crime, both in Canada and in other parts of this continent, which perhaps form an illustration of the hitherto undeveloped science of periodic criminology. It may yet be capable of proof that there exist great eras when waves of crime overwhelm countries, and if we only understood the science, we might be able to take precautions against the exact recurrence of these epidemics, just as we are able, by reason of our knowledge or foresight, to take precautions against famine or disease

TWO or three winters ago many great cities were scenes of burglaries and robberies almost beyond computation. A few murders broke the burglarious monotony which comprised the chief part of the record. Like most of the crimes of history, avarice and greed formed the principal motive. The late epidemic of bank and store robberies seems to indicate that the periodic return is near at hand.

It is perhaps outside the purpose of these paragraphs to suggest a simple remedy for this class of law-violation. Yet it may not be out of place to suggest that if the lavish flaunting of wealth before men's eyes were not constantly taking place, perhaps there might be less of a guide to those numerous places where vast robberies can profitably take place.

The great historical crimes of the ages are not always those which best repay sociological or psychological study. Beside those which have been printed a thousand times, and read by millions of people, are other crimes which have ceased to awaken interest, but which still read like fairy tales. The history of Canada is rich in these, obscure and almost forgotten memorials of the conflicts between the forces which hold society together and those which seek constantly to rend it apart. It is expedient that some endeavour be made to gather together the records of some of these dark deeds, while yet they persist in such form as enables them to be pieced together. The day may not be far distant when memory shall trifle with them no longer, and when the few scattered pages on which they are dimly and perishably inscribed, shall entirely cease to exist.

One of the most spectacular crimes ever committed in Canada is that known as the Nelles murder of the year 1854. It is not so much the crime itself, which was rather featureless, and just an ordinary rough and clumsy murder, as it was the great trial of one alleged to be its leading participant, which made that deed of blood memorable in Canadian criminal annals. The story reads like one of Scott's blood-curdling dramas, or like a vision from the fanciful mind of Lord Lytton or of Wilkie Collins. The tale deserves to be told in all its strangely tragic details.

NELLES CORNERS is a village—if a small cluster of dwellings may be dignified by that title—situated in the County of Haldimand, and only about a dozen miles from its county seat—Cayuga. If this obscure place does not receive a fitting notice from history, then it may be because its qualifications for renown have been overlooked or forgotten. If, in the bygone years, a mute inglorious Milton failed there to rest, may be also added that neither did those corners house some Cromwell guiltless of his country's blood.

And yet if that little cross-roads settlement was not historically important in the past, it quite redeemed itself in the fact that it was always picturesquely beautiful. It long lay embowered in its wealth of woodland in the days before forgotten hands had cruelly cut away the massive trees and virgin forests with which it was for years superbly surrounded.

Sixty years ago Nelles Corners welcomed many a tired traveler passing in the slowly moving vehicles of those distant days between spots which were too widely separated to be bridged in a single day's journey. A tavern was there. Fires blazed within and a kettle sang merrily hour by hour on the hearth. If that abode of entertainment did not fling its grey old walls majestically into the vault of the heavens, like some giant hotel of modern times, it gave comfort, warmth, cheer and hospitality to rough but honest travelers, who saw afar in the late November or December nights its beckoning light, as weary and chill the wayfarers drove toilsomely along the road, bringing flour and sugar and blankets and boots to the still far away home which they would not reach until the morrow.

To-day that little hamlet's few scattered dwellings, scarcely noticed as the unslackening automobile speeds by, tell little of a past which lies locked in an eternal forgetfulness, which does not signal, neither does it speak.

NELLES CORNERS to-day is but one of a thousand similar places to be found in nearly every part of Canada. Their glories are of the long-obliterated past, yet they are imperishable glories.

Near here a dark tragedy was enacted well on in the autumn of 1854. It was the murder of a young farmer, a highly respected citizen of the locality, by a number of desperate men grimly intent on serious crime—robbery, burglary, murder.

The crime in its commission, was little different from the scores of others. But the trial of one man, three years afterwards, for the murder has few, if any, parallels in judicial history.

At the trial, which took place in Cayuga, in September, 1857, the fact of the murder was unhesitatingly admitted. The robbery was not seriously disputed. The unwarranted entry into the victim's residence was absolutely uncontested. Nearly one hundred witnesses gave their testimony, some seriously, some ludicrously, some in the deadliest earnest, others with but a zephyr touch of feeling.

Yet all of the witnesses, except those who testified to the undenied facts of the slaying, were called by either Crown or defence for one solitary, definite, critical purpose. What was that purpose? Let us turn over the dingy records and strive to penetrate the mystery which was hung like some cloud of darkness around the tragedy for nearly seventy years.

Some hours after supper time on the night of October 18, 1854, several members of the household of John Hamilton Nelles, residing near Nelles Corners, had decided to retire at an early hour. "Early to bed and early to rise" was in those days a good old-fashioned habit, well understood and not less well observed. A brother of John Nelles had already retired, and presently Mrs. Nelles and a guest, Lucy Humphreys, withdrew to their rooms. The husband of Mrs. Nelles was left behind, seated at the kitchen table, and almost ready to follow the example of the others.

WHILE seated there at the table Mr. Nelles was startled by the sound of heavy tramping outside the house, followed by a loud knocking on the front door. At once the door was thrown rudely open, and five men, some of them disguised by having their faces blackened, boldly entered.

A confused and very condensed account of the subsequent proceedings is carefully preserved, from which it appears that Mr. Nelles was asked for money, and, when none was to be had, some high language was used, and then Mr. Nelles was mortally wounded by a shot from a pistol. The room was searched for valuables, and the injured man's watch was stolen from him. The sound of the shooting brought Mrs. Nelles and Miss Humphreys to the scene, the former with her baby in her arms. Perceiving that her husband had been shot, Mrs. Nelles handed the infant to the care of her companion, while she proceeded to minister to the needs of the injured man.

Long afterwards Augustus Nelles, a brother of the man who had been shot, testified that he, lying in an adjoining bedroom, had heard the voices in altercation after the shooting, but had not heard the sound of the pistol being discharged. A modern expert would have talked in this connection very learnedly of the theory of subconsciousness and the unexplored recesses of the brain's innermost chambers, combined with the effects upon mysterious senses which are produced by phenomena which seems to have no place in human recollection. These theorists would probably reach the conclusion that it was really the noise of the pistol shot which had done the awakening, although memory had not begun its more advanced functions until a moment or two afterwards. Less courageous than the

Continued on Page Two.

Ontario's Greatest Criminal Mystery

Continued from Page One.

women, but with perhaps a little more wisdom, Augustus Nelles had remained in bed, while the life and death struggle was taking place in the adjoining room.

In a few moments Mr. Nelles fell to the floor and his assailants departed. Strangely enough, they made no attack upon the women. Perhaps their sex was a restraint. Perhaps — and this is more likely — the desperadoes having exhausted the advantage which surprise produces, now, since money was not forthcoming, were eager for nothing but to escape from the scene of their activities. This they did, but meeting a couple of farmers on the road, the scoundrels robbed them also, and then made their way to the railway station a few miles off. There they awaited until the arrival of the morning train for Buffalo. Boarding it they were soon in the United States, where they separated.

A DOCTOR was called in to the Nelles home as quickly as possible after the robbers had departed, but his visit was of no avail. The pistol bullets had lodged in a fatal region and in a short time the wounded man was a corpse.

Of course, the robbery and murder aroused the entire countryside. The police, while not the brilliant sleuths of modern times, were brave, efficient and persevering. They followed such clues as they became possessed of, although the habit of those years whereby most men wore beards, which were easily shaved off, contributed to facilitating speedy disguise. Some of the men did shave off their beards, thus hoping to be immune from detection.

But as many a witness has uttered the convincing words, "the prisoner has no moustache now, yet I have no difficulty in recognizing him—it is not the moustache, but the man I identify," so changes of appearance effected but little in the way of concealment. Within a short time four of the desperadoes were in the hands of the law. These men were named King, Blowes, Bryson and Brown. They were brought to the County Town of Haldimand County—the little village of Cayuga, far from railway or telegraph connections—and there lodged in prison.

THE four men were tried for murder, and all were convicted. Blowes and King were hanged, while Bryson and Brown escaped with penitentiary sentences. All had been present in the Nelles home on the night of the murder, and of course, were held jointly responsible for the crime. But none of them had fired the shot which had brought death to Mr. Nelles.

Who had fired the fatal shot? A missing member of the gang, who bore the name of William Townsend. Where was he? He was being sought by the authorities, and they were soon to act, and that in an extraordinary manner.

In the Spring of the year 1857 the whole community, which had been shocked on hearing of the murder of Mr. Nelles, was thrilled at learning that the actual perpetrator of the murder was under arrest for the crime in Cleveland, Ohio, and was awaiting extradition by the Canadian authorities.

Proceedings with that object in view were promptly launched by the Government of Canada. The prisoner said little, but maintained a hostile, indeed almost a savage attitude towards his persecutors. He even refused the assistance of counsel, and sat stolidly in the American court-room while the crime was proved and his identity sworn to by the witnesses. Ultimately, a prima facie case was declared to have been made against the prisoner. He thereupon was delivered over to the Canadian officials, and in May, 1857, he was safe in the jail in Cayuga, ready for his trial.

Townsend's indifference to his fate enlisted the sympathy of several persons, who, when the prisoner faced judge and jury in the Cayuga Court House, had secured him counsel and one of the greatest array of witnesses ever called in behalf of a Canadian prisoner.

ON September 27, 1857, the man indicted as William Townsend was placed in the criminal dock charged with Nelles murder. Mr. Justice McLean presided over the trial. The Crown was represented by Mr. Smith, the solicitor General of Canada, while a brilliant lawyer, S. B. Freeman, Q.C. of Hamilton, assisted by Mr. John E. Start, of Cayuga, appeared for the prisoner. The accused man pleaded not guilty to the charge of murder and after the opening spech of the Solicitor General, the witnesses gave their testimony

Miss Lucy Humphreys told her story of the murder. She had faced the men in the room after the shooting had been accomplished. She identified the prisoner as the guilty person. She added to what was already known the information that one of the intruders had roughly addressed the dying man with the words: "You scoundrel, you slammed the door in my face."

Dr. Mitchell testified to having been called in the same night, and told of his efforts to save the life of the injured man. These efforts had been unavailing.

There was a great sensation when the next witness was called. He was one of the ruffians of the fatal night—a man named William Bryson—who had escaped with a penitentiary sentence instead of sharing the gallows with his companion Blowes. He was a prisoner in Kingston, undergoing life sentence, he said. The prisoner was William Townsend, by occupation a thief and the murderer of Nelles. The witness told the story of the confederating of the band of men to commit depredations, and hinted that there had been murder by one or others of the gang previously.

Then he touched on the real issue of the trial. This man in the criminal dock was assuredly the murderer, William Townsend.

"I identified the prisoner," he said, "the first time I came here. He wore whiskers then, but they are shaved off now. I have no difficulty in recognizing him. He is the man."

This was the whole issue of the trial, from now to the end. Was the man in the dock William Townsend, or was he someone else?

Peter Brown, also a penitentiary convice, recognized the prisoner as Townsend. This witness admitted to a number of previous criminal escapades himself, but wavered very little in his conviction of the prisoner's identity.

PROPERLY the Crown should have rested its case here, but it did not do so. It set forth with all the evidence in its power to prove that William Townsend and the prisoner at the bar were one and the same person. And so the calling of the evidence for the prosecution proceeded

Hezekiah Davis, a Haldimand County resident for many years, had known "Bill" Townsend as a cooper in Dunnville, twelve miles down the Grand River from Cayuga, and this was the man. Townsend had scars on his face, so had the prisoner.

Davis's testimony was weakened by the fact that he admitted having once failed to recognize his own son, after the youth's absence for five years in California. "But," he explained, "my son had grown a moustache in the interval."

Joseph Burdell, Fred. Garrick, William Kennedy, John Aikins, John Scott, Richard Husband, Alexander Allen and Barton Farr, residents of the neighborhood, gave similar testimony. Husband was one of the farmers who had been robbed by the gang on the same night as the Nelles murder.

John Iles told a startling story. He had been a resident of Canada at the time of the murder, but was now living in Cleveland. On the night of April, 1857, the prisoner and a railway conductor had called on the witness, the former offering to trade a loaded pistol for money enough to pay his railway fare on a short journey. Under the pretext of providing Townsend with a meal, the police were sent for and the man was arrested. He had managed, however, to escape, and later sued the police for his weapon, and recovered damages for its detention. Iles identified the prisoner positively as the long sought man, William Townsend.

Calvin Kelsey said the prisoner was Townsend, and this closed the case for the prosecution. It was now the middle of the second day of the trial.

Several amusing incidents had occurred by the time this stage of the trial was reached.

THE gallery had been reserved for women, and true to the natural instinct of the sex, the privilege was taken advantage of to the very utmost. Some of the women had brought their babies with them, and at times their cries had mingled with the voices in contest on the floor of the court room below. On one occasion when the uproar had become unbearable, a constable was ordered above to silence the outcry. But when he arrived in the gallery, the tiny disturber was not to be found. Unrewarded, the officer was forced to return to the floor beneath him, when at once the babe regained its vocal powers, and contributed its share of noise in its very noticeable manner during the remainder of the day's proceedings. This difficulty was remedied on Friday by the hard-hearted court officials remorselessly refusing admittance to any woman bearing an infant in her arms.

Another incident which occasioned only a moment's interruption took place when the witness, Charles Brooks, was being examined. He, in order to satisfy himself regarding the prisoner's identity with the much sought for Townsend, walked over from the witness box to the dock to make a minute inspection of the accused. As he did so, he hesitated, whereupon the prisoner said:

"Come nearer, and don't be scared."

"Oh," retorted Brooks, as he drew nearer to the prisoner, "I'm not afraid in the slightest."

A more serious interruption was one, which was perhaps unprecedented in a criminal trial. Information had reached the judge that betting on the result of the case had actually taken place among the jurors. He asked the jury panel regarding this, and was astonished to find that one juror had made a wager upon the verdict, excusing himself on the ground that he had done merely what many people in his neighborhood were doing. After a stern censure of the guilty juryman, the judge ordered the trial to proceed.

AND now the defence opened its case. A number of witnesses were called, many of whom had been subpoenaed by the Crown, but rejected when it was found that they had misgivings regarding the prisoner's identity. They formed a truly formidable array, and their evidence, to say the least, was indeed startling.

Zacharias Phlummerfelt had been brought by the Crown from his farm in the Township of Wainfleet, many miles away, and he now testified for the prisoner. He could not say if the prisoner was the elusive person who had been the subject of so much contradictory swearing. He thought the man in the dock was not Townsend.

Ezra Smith had a son who was married to Townsend's sister. He was the elusive person who had the man named in the indictment. Indeed he was so positive that if the prisoner were to admit being Townsend, the witness would refuse to credit his sworn admission.

Benjamin Diffin had accompanied Townsend one winter when both he and the witness had been exhibiting themselves in negro impersonations. The prisoner was not his show-man companion.

Thomas Walt, John T. Robinson, William Cameron and Caleb Turner, all joined in a denial that the prisoner was Townsend.

David Quick had been called by the Crown, but forced to testify that the prisoner and Townsend were two different persons.

Thomas Weaver, Thomas Smith, Hiram Holiday and Robert King were also of the same opinion.

So interesting had been the stories told by these witnesses that time had been nearly forgotten, and it was half-past seven o'clock when the Court adjourned until nine-thirty on Saturday morning.

When the morning had arrived, a further array of witnesses for the prisoner came forward.

Job Strobridge of Canboro Township looked hard at the prisoner, and said that he had neither the complexion nor the features of the murderer. Martha Stewart was equally incredulous.

"The prisoner," she said, possibly eliciting a smile as she did so, "is not Townsend. I would judge the accused to be an Englishman."

John Veeter, a laborer of Canboro, had boarded with Townsend, and knew him well. "I do not know the prisoner at all," he added.

William Brown of Seneca. Nathan Overholt of Canfield, William B. Crum of Cayuga, and Charles Walker, Reeve of Cayuga Village, gave similar testimony, Peter Schram said: "Looking at the prisoner when facing him, it is Townsend; looking at his profile, it is not."

ROBERT FLANDERS, who had taken a prominent part in the arresting of the other prisoners, and who actually did take Blowes into custody three years previously, scouted the idea that the prisoner was the man who was known around the countryside as Bill Townsend. Indeed, this witness had advertised in a Buffalo newspaper that he would bet one thousand dollars that the accused was not Townsend, but no one had accepted the offer.

Edgar C. Baker and John Clark denied that this man was Townsend, Elizabeth Smith and Frances Townsend, sisters of Townsend, as well as David Dewar, his stepfather, and John Horn, his brother-in-law, deposed that this was a different person from Townsend.

Twenty-two other witnesses gave similar evidence, and the case for the defence came to an end at about three o'clock in the afternoon of the Saturday. The jury, as well as a Doctor Baxter, inspected the prisoner's arm to compare certain marks in the form of partially obliterated tattooing, which were on it, with marks some witnesses remembered having seen on Townsend's arm many years previously. Then the addresses of counsel began. These were short, and the sole question discussed in them was the great and debatable question of identity. Apparently the Crown counsel had begun to lose faith in his cause, for his address occupied only a few minutes in its delivery. The judge, however, delivered a long and elaborate charge, and when he invited the jury to have any of the evidence which they might have forgotten read to them at any time, he was told that the jurors had been taking elaborate notes, and were satisfied with their present information.

They then retired, and after an absence of nearly six hours, returned to Court and announced that they stood seven for acquittal and five for conviction, and that there was absolutely no possibility of an agreement.

THE jury was then discharged, and the prisoner returned to his cell in the adjoining prison.

While the jury was considering its verdict an event, most unusual in the Court of Criminal Justice, happened The Deputy Sheriff of Welland County approached the dock where the prisoner was seated, nervously waiting the return of the jury and the announcement of his fate, and read a warrant charging him with the murder of a police constable named Charles Ritchie of Port Robinson, the month after the Nelles murder. As to everything else, so to this formidable accusation the prisoner maintained an indifferent silence. He was to break that silence in a most remarkable manner before many months should have passed away.

Several days after the trial the prisoner wrote a letter to the press ridiculing the Crown's theory that he was Townsend. He was not that gentleman at all, he averred. His name was Robert J. McHenery. He had come from Scotland in 1837, had gravitated towards the United States, and in Cleveland had obtained employment as a mariner. Only once had he been in Canada, and that was when a great storm raging over Lake Erie had driven his vessel into the mouth of the Grand River, a few miles from Cayuga. But when the storm had subsided, the boat had departed immediately from the port of safety. Later he had gone to California to realize some dim share of the great golden visions which the famous "forty-niners" had proved to be so wondrous and so true.

In his letter he displayed manifest bitterness at the treatment accorded him by his captors, and ironically declared that in years to come his innocence would be acknowledge in the phrase which would then be current, namely: "You are as ignorant as a Townsend juror."

He closed his letter with the striking quotation from Byron:

"The white rose shall bloom in his bonnet again,
"Should he prove the true son of Donald McB..ne."

WAS the prisoner William Townsend, the true murderer of John Hamilton Nelles? Or was a terrible mistake made, and the wrong man brought close to death's door for a crime which he never had committed? Who can tell? Fortunate was it for him that, where so much doubt existed, the jury had steadfastly refused to agree. Had it been otherwise an irreparable wrong might have been done to an innocent person. Had there been a verdict of "Guilty" the scaffold might have been occupied by a man, who, when the crime for which he had been arraigned, was committed, was far away towards the sunset, exploring the rushing rivers and the echoing valleys of California for precious grains of gold, all unconscious of the fact that three thousand miles nearer to the rising of the sun a dark and horrible tragedy was transpiring, which was seeking to drag him from his freedom to his doom.

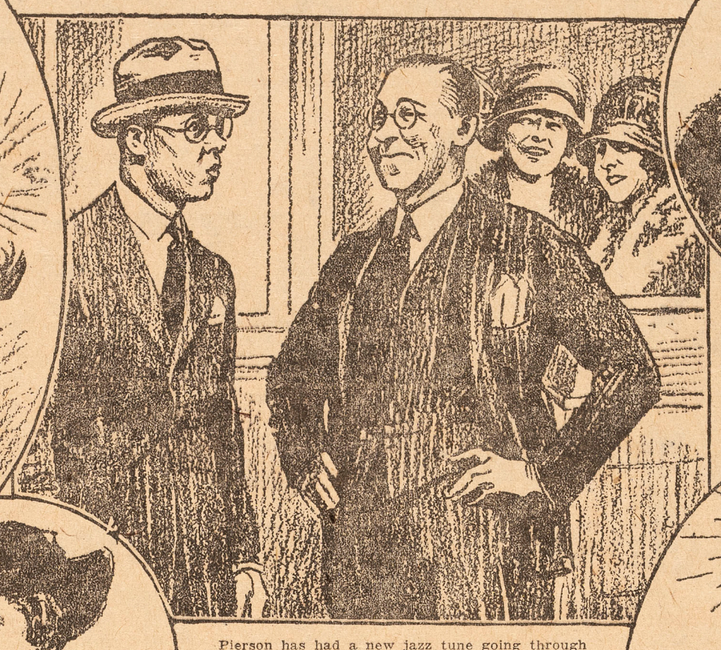
(This story is to be followed by an even more remarkable tale of the subsequent trial of this same man for another murder—a story which has few, if any parallels in either history or romance.)

UNCONSCIOUS HUMORISTS

By RICHARD VINCENT CULTER



The triumphal ending of a glorious season on the links. The winner of the eighth flight, with a handicap of fifty-four, is presented with the trophy of the contest and is trying hard to bear his honors gracefully. Later he will casually mention it as "the cup I won last year" and flush with pride.



Pierson has had a new jazz tune going through his head all day, but doesn't know the name of it. So what's more natural than to go to a phonograph store and whistle it for the salesman, who will, no doubt, recognize it and give him a record. Only Pierson has not counted on the effect of an audience upon a psually reliable whistler and, even with repeated wettings and fierce concentration, not a sound is forthcoming.



The haughty peeress, with the million dollar clothes and the pompuous manner, has been unconsciously brightening the day for a lot of "mere people" by parading a stray smudge of soot on the end of her nose.



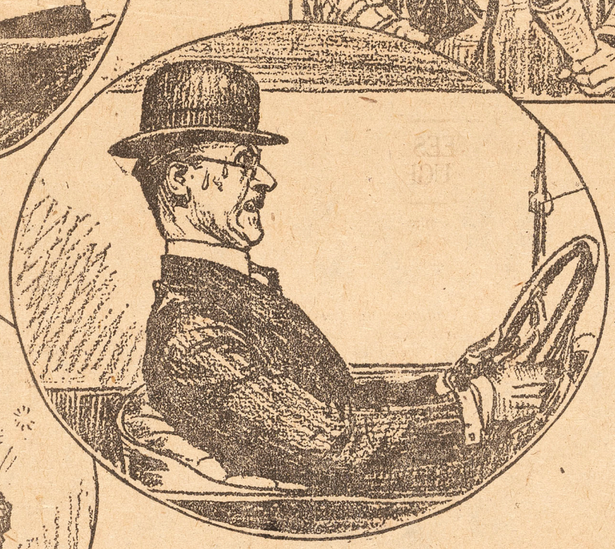
Taking that new hat for a walk cost a little more than you usually pay—but there is that wonderful satisfaction in knowing you make a good appearance. And then comes the friend who plucks the forgotten price tag from the band, and the day is absolutely ruined.



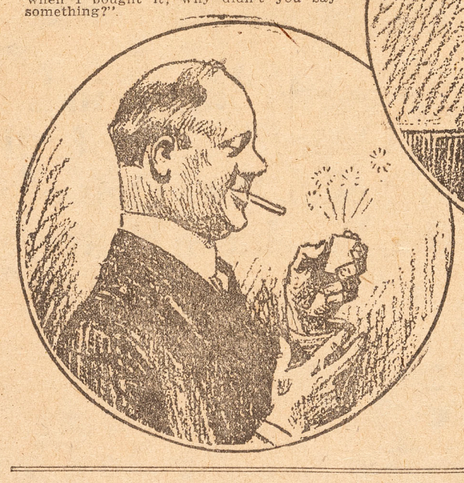
The husband who is dragged along on a shopping trip for no apparent reason unless it be as a buffer, in case the purchase proves disappointing, for then she can always say, "Well, you were with me when I bought it; why didn't you say something?"



One of the finest, sure-fire, all-round humorists in the world is the person without a sense of humor.



Familiar view from the rear platform of any commuting train showing the inevitable man who has just missed it, and always gives the impression that it was absolutely the train's fault.



The tenacious cuss who still tries to work one of those benzine cigar lighters and steadfastly refuses all proffered matches from the worried witnesses.

A future speed demond learning to drive his first car, sitting rigidly up in state like a dead emperor while he watches that white horse, which already seems to take up the whole street, grow larger and larger. There is a terrible itch on the end of his nose, but he will have to pull up at the curb and shut off the engine before he dares scratch it.



Let the head-liner humorists get their $3.85 (including war tax) per seat, but the man who gets the most spontaneous laughs in this world is the fellow who sits on his own hat.

REVISED VERSION.

At one of the meetings of a literary club a dish of peas was brought in, become almost grey with age. "You ought to carry these peas to Kensington," said one of the party. "Why?" asked another. "Because it's the way to Turn'em Green."

Oliver Goldsmith, author of "The Vicar of Wakefield," who had no sense of humor, hearing this, was delighted and made a note of the joke. The next evening, dining out, he was pleased to find a dish of yellow peas on the table. "These ought to be sent to Kensington," he said. "Why?" he was asked. "Because that's the way to make them green," he replied.

NOT A BIRD.

A subaltern, who had been on a duty journey, put in a bill for traveling allowance, which was not permissible as the journey did not exceed five miles.

He got back an Objection Memo, signed by a Colonel Bird demanding his reason for making the claim, the two places not being five miles apart 'as the crow flies.' The reply endorsed on the memo. by the subaltern ran:

"I did not go as the crow flies. I went on a horse. I am not a —— Bird."

The subaltern was reported for insubordination, but the story goes that Kitchener was so amused that he did nothing.

MOTHER!

"California Fig Syrup"

Dependable Laxative for Sick Baby or Child



Even if cross, feverish, bilious, constipated or full of cold, children love the pleasant taste of "California Fig Syrup." A teaspoonful never fails to clean the liver and bowels.

Ask your druggist for genuine "California Fig Syrup" which has directions for babies and children of all ages, printed on the bottle. Mother! You must say "California" or you may get an imitation fig syrup.

ADVERTISEMENT.

GAS IN THE STOMACH IS DANGEROUS

Recommends Daily Use of Magnesia To Overcome Trouble Caused by Fermenting Food and Acid Indigestion.

Gas and wind in the stomach accompanied by that full, bloated feeling after eating are almost certain evidence of the presence of excessive hydrochloric acid in the stomach, creating so-called "acid indigestion."

Acid stomachs are dangerous because too much acid irritates the delicate lining of the stomach, often leading to gastritis accompanied by serious stomach ulcers. Food ferments and sours, creating the distressing gas which distends the stomach and hampers the normal functions of the vital internal organs, often affecting the heart.

It is the worst of folly to neglect such a serious condition or to treat with ordinary digestive aids which have no neutralizing effect on the stomach acids. Instead get from any druggist a few ounces of Bisurated Magnesia and take a teaspoonful in a quarter glass of water right after eating. This will drive the gas, wind and bloat right out of the body, sweeten the stomach, neutralize the excess acid and prevent its formation and there is no sourness or pain. Bisurated Magnesia (in powder or tablet form—never liquid or milk) is harmless to the stomach, inexpensive to take and the best form of magnesia for stomach purposes. It is used by thousands of people who enjoy their meals with no more fear of indigestion.

Home-made Remedy Stops Coughs Quickly

The best cough medicine you ever used. A family supply easily and quickly made. Saves about $2.

You might be surprised to know that the best thing you can use for a severe cough, is a remedy which is easily prepared at home in just a few moments. It's cheap, but for prompt results it beats anything else you ever tried. Usually stops the ordinary cough or chest cold in 24 hours. Tastes pleasant, too—children like it—and it is pure and good.

Pour 2½ ounces of Pinex in a 16-oz. bottle; then fill it up with plain granulated sugar syrup. Or use clarified molasses, honey, or corn syrup, instead of sugar syrup, if desired. Thus you make 16 ounces—a family supply—but costing no more than a small bottle of ready-made cough syrup.

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Falling hair, itching scalp and t... dandruff is corrected immediate... Thin, dry, wispy or fading hair ... quickly invigorated, taking on n... strength, color and youthful beau... "Danderine" is delightful on ... hair; a refreshing, stimulating to... —not sticky or greasy! Any dru... store.

The PLAYHOUSE and the MOVIE THEATRE

Conducted by Fred Jacob.

LONG DISTANCE GLIMPSES OF THE BROADWAY STAGES

By PERCY HAMMOND

IT WAS polite of the Messieurs Selwyn, as they are now called, to put the gentle hand of caution on their unruly guests from the Grand Guignol. "You must not," Mm. Edgar and Archibald seem to have said, "freeze any veins or cause any screams of horror to rend the affrighted skies. We New Yorkers are a placid race and we do not care to be ruffled by unseemly actions upon the stage. A little well-behaved murdering or a fleshly innuendo or two are permissible. But upon the rougher stuff we must cry 'embargo!'"

Few Shudders.

Having been thus quarantined, the pilgrims from naughty Montmartre arrived at the Frolic Theatre the other night almost cleansed of their native indiscretions. The notorious gorille feroce was in bib and tucker and it wore a blue ribbon in its golden hair. Absent were the protruding tongues of senile Russian generals strangled by vengeful French demi-mondaines. Gone were the empty eye sockets streaming with blood. Not present were the horrid shrieks of crucifixion. There was no one to throw vitriol in the face of another; and missing were the more froward capers of the comic boudoirs. The performance of cource, was not of the Ridpath or Chautauquan type of entertainment. It had, however, its lyceum aspects.

For example, in "At the Dead Rat, Room No. 6," which Holbrook Blinn used to play, the Sadistic old Russian despot is choked to death by his new sweetheart whose brother he had killed in Moscow. While at supper in the Rat Mort she knots her long gloves about his wrinkled throat and stops his harmful respirations. In Paris the odious reprobate dies with many photographic evidences of agony. His passing is accomplished, as Augustus Thomas might say, by all the hideous entourage of strangulation. But at the Frolic he exists serenely, with few of the mortuary spasms, gurgles, death rattles and eyeball rollings promised by the pictures in the souvenir program. He is exhaled as gracefully as if his vindictive lady love had lullabied him to his last sleep, and his going provides us with few shudders.

It Was Too Tame.

It was said above of the Selwyns that they were polite in causing the Grand Guignol Players to wipe their boots upon the door mat and to cross our threshold in a seemly manner. It was polite, but perhaps it was neither shrewd nor justified. Horrible things have been exhibited to us upon the stage and we are not averse in our amusements to cold sweats and consternations. From "Zeno" and "The Bat and the Canary," etcetra, we have learned to enjoy the grisly delights of the drama, and Mr. Avery Hopwood's frank and audacious farces have taught us that life exists, even in the private places.

For many seasons we have been pleased at the Metropolitan and other opera houses by the torture scene in "La Tosca," where every note of the agonized Mario's yells has been music to our ears. We are fond, as Mr. Walkley says, of the pre-Raphaelite pictures of grilled disemboweled and arrow-riddled saints; we adore the "Laocoon" and its embodiment of physical torture. "Salammbo" is a familiar pleasure, and Dempsey's bleeding proboscis would provoke in us an aesthetic thrill. When the noble Mr. Nehf, at the Polo Grounds on Monday, knocked himself out of the box and was reduced tragically and in an instant from a hero to a booby many of us were glad at his sufferings as he made his dolorous way from the throne to the dugout. Amusement seekers, as Dr. Johnson and other sages have estimated them, are a cruel lot even when 100 per cent American. They are happiest when the torments of others are greatest.

So I think the Selwyns were too innocent when they instructed the Grand Guignol Players to dilute their violences with a superstitious etiquette. America is full of intrepid Neighborhood, Community and Little Theatre dramatic enterprises whose advanced products make the present Grand Guignol bill seem, in comparison, like the melodies of "Mother Goose." The United States drama lovers are inured to imprudent happenings upon the stage and we do not care to have our withers wrung by weak and shackled hands. Give us at the Frolic Theatre bloodshed and immorality and their accompanying discomforts and fun as illustrated to the tourists hard by the Place Pigalle. In the argot of the wise Times Square chorus girls, I should like to say to these afraid and wary visitants from France, "Be yourself, Grand Guignol! Be yourself!"

Other New Plays.

Minor minutes of the week.... Miss Pauline Lord, late the great genius of "Anna Christie," appeared in "Launzi," by Ferenc Molnar, as an insane Hungarian ingenue who tried to commit suicide because the boy she loved was in love with her mother (Mrs. Richard Bennett) Miss Lord appeared in the second act wearing white angels wings and she climbed later to and fro upon a Robert Edmond Jones catafalque, imagining that she was deceased. She jumped out of an upper story window at the end. . . "The Nine o'Clock Review," imported at great cost from London by Arthur Hammerstein, pathetically failed to please the crude New Yorkers. After the first performance Cecil Lean, Miss Cleo Mayfield and Will Morrisey were summoned to extend their hands across the sea; but the entertainment died a humiliating death on the Century Roof. . . . In "The Nervous Wreck" Mr. Owen Davis, our erstwhile Pulitzer laureate, goes into a frenzy and does all the somersaults, flip-flops and handsprings known to frontier farce. As played by Otto Kruger and Miss June Walker it is funny but non-intelligent.

Even "Cymbeline" Has Possessed Some Admirers

DOWN in New York the critics have been denouncing "Cymbeline" as a tenth-rate classic. They have said enough mean things about that play to cause Shakespeare to wish that he had never written it, if he can hear them in the great beyond. They declare that the failure of the piece in the recent revival by Sothern and Marlowe was due to the dramatist and not the players. They are even a little sniffy about Imogen. Oh, they are wise fellows, these New York critics.

It is true that Bernard Shaw agrees with them, and regards "Cymbeline" as being as unworthy of the genius of Shakespeare as "As You Like It." But that view of "Cymbeline" is by no means universal. Imogen has even been described as "the loveliest character in all fiction."

Beloved by Tennyson.

Tennyson had a deep affection for Imogen. She was the last thought in his mind before his death and throughout his life he spoke with fond appreciation of this romantic play of Shakespeare's. In "Lord Alfred Tennyson, a Memoir by His Son," there is told the affecting scene of Tennyson's death.

"He would say, 'There are three repartees in Shakespeare which always bring tears to my eyes from their simplicity * * * in "Cymbeline," when Imogen in tender rebuke says to her husband:

Why did you throw your wedded lady from you?
Think that you are a rock; and now
Throw me again!

and Posthumus does not ask forgiveness, but answers, kissing her:

Hang there like fruit, my soul,
Till the tree die. (Cymbeline, Act. V.)

"On Monday morning at 8 o'clock he sent me for his Shakespeare, I took him Steven's edition, 'Lear,' 'Cymbeline' and 'Troilus and Cressida,' three plays which he loved dearly. He read two or three lines, and told Dr. Dabbs that he should never get well again * * * * At his request I read some Shakespeare to him * * * On Tuesday at noon he called out, 'Where is my Shakespeare? I must have my Shakespeare! On Wednesday * * * he begged for his Shakespeare again. * * * At 2 o'clock he asked for his Shakespeare and lay with his hand resting on it open and tried to read it. * * * Suddenly he gathered himself together and spoke one word about himself to the doctor, 'Death?' Dr. Dabbs bowed his head, and he said 'That's well.' * * * At a quarter to 4 he tried to real, but could not. He exclaimed, 'I have opened it.'"

Tennyson had opened "Cymbeline" at:

Hang there like fruit, my soul,
Till the tree die,

"which," writes his son, "he always called among the tenderest lines in Shakespeare," His copy of "Cymbeline" was placed with him, together with a laurel wreath from Virgil's tomb when he died

Swinburne's Tribute.

Algernon Charles Swinburne was so touched by Tennyson's love for Imogen that in the threnody on the death of the poet he wrote:

So, when night for his eyes grew bright, his proud head pillowed on Shakespeare's breast,
Hand in hand with him, soon to stand where shine the glories that death loves best,
Passes the light of his face from sight, and sank sublimely to radiant rest.
Not through tears shall the newborn years behold him, crowned with applause of men,
Pass at last from a lustrous past to life that lightens beyond their ken,
Glad and dead, and from earthward led to sunward, guided of Imogen.

Writing of Imogen, Swinburne said: "We think first and last of her who was 'truest speaker' * * * The very crown and flower of all her father's daughters—I do not speak here of her human father but her divine—woman above all Shakespeare's women is Imogene. As in Cleopatra we found the incarnate sex, the woman everlasting, so in Imogen we find half glorified already the immortal godhead of womanhood. I would fain have some honey in my words at parting—with Shakespeare never, but forever with these notes on Shakespeare; and I am, therefore, something more than fain to close my book upon the name of the best beloved in all the world of song and all the tide of time; upon the name of Shakespeare's Imogen."

Notable Imogens.

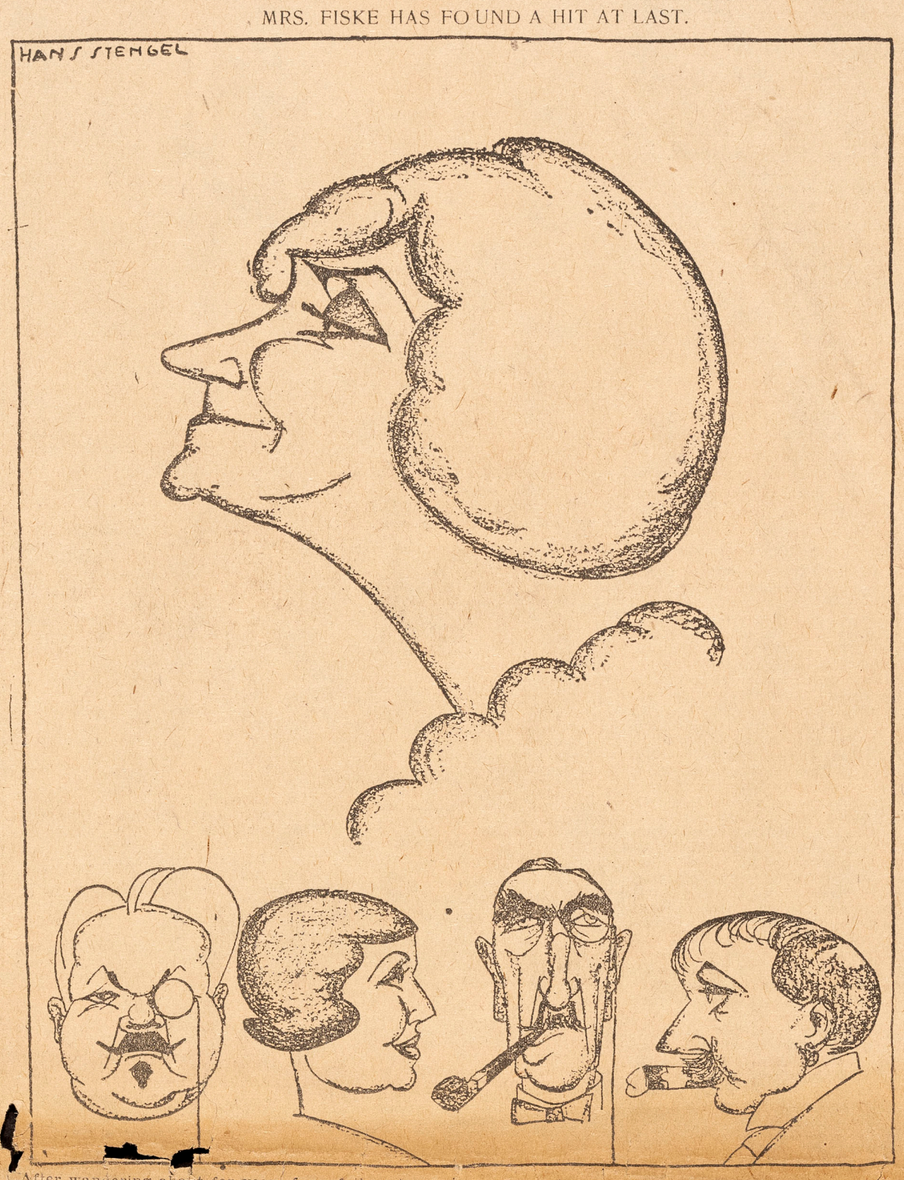
Until the early part of the present century "Cymbeline" was in constant performance in the playhouse. Imogen, noblest of Shakespeare's women, possessed a potent appeal for the great actresses of all time. She shared with Juliet a rival place in the ambitions of players who had achieved success in classic roles. Sarah Siddons acted the character, but it was Helena Faucit among English actresses and Adelaide Neilson in America, as well as in England, who made Imogen particularly their own.

Of Faucit, George Vandenhoff wrote: "Her expression of love is the most beautifully confiding, truthful, self-absorbing in its tone that I have ever witnessed in any actress."

Sir Edwin Arnold said: "A true, graceful and finished picture of a character," in which he had never hoped to find an actress who could satisfy him, Faucit continued to appear as Imogen almost until the close of her stage life.

Adelaide Neilson first acted Imogen in 1817. At once her portrayal took rank with Juliet. Many other actresses have essayed the role, with more or less success, but as with the Hamlet of Garrick and Booth, so with the Imogen of Faucit and Neilson this character was established in the history of the stage as their great achievements.

MRS. FISKE HAS FOUND A HIT AT LAST.



After wandering about for years from failure to semi- success and then back again, Mrs. Fiske is now enjoying an experience that used to be quite familiar to her, of being a drawing card in New York. When David Belasco launched Mrs. Fiske as his latest star in St. John Ervine's comedy, "Mary, Mary Quite Contrary", he showed his well known caution by announcing that the engagement was limited to seven weeks. He could take it away gracefully if people did not like it, but he has already added twice to the original seven weeks, and the comedy may run for the better part of the winter. This drawing from the New York Tribune shows Mrs. Fiske as Mary, and other members of the cast shown in the sketch are: Mr. Beebe (Lennox Pawle), Sheila (Nora Swinburne), Sir Henry Considine (C. Aubrey Smith), and Mr. Hobbs (A. P. Kaye.)

PARIS SEES DRAMA BY EUGENE BRIEUX

PARIS is just now trying to make up its mind what it thinks of the latest drama by M. Eugene Brieux. It sems to be M. Brieux's privilege to be the author to produce the first new play of a Paris season. Last year he produced "Femmes," which, after much criticism, was withdrawn by M. Brieux, who had the intention of revising the play. "Femmes" only saw the footlights for about two weeks and critics are already hinting that the academician's new play, "L'Enfant," will suffer similar misfortune.

M. Brieux has evidently set himself the task of leading public morals. In the forty years he has been engaged in playwriting he has always chosen subjects which either tend to lead the public along a good and righteous course or else to point out the evils of the world and guard all against immorality. In practically every case the chief character of his plays is a woman. There have been but few heroes in any of M. Brieux's plays.

Has Also a Heroine.

"L'Enfant," coming after "Femmes," again has a heroine. The play strangely resembles the book written by Victor Margueritte, "Le Compagnon," a sequel to "La Garconne." Like Margueritte, M. Brieux seeks the emancipation of women. And like the book, his play reveals the independent character a woman may possess and also how she should fight to maintain such a character. The only difference apparent is that whereas in Margueritte's book the girl does not marry, Brieux's heroine marries at the last minute.

The new play depicts the life and adventures of Pierrette Nizer, who, well educated, takes up engineering. She has had a model factory built, which supplies electricity to the whole regian around it. She is the master and refuses all male interference in her work. Her principal pastime is the education of a small niece. Love finds but little encouragement with her.

Marriage does not appeal to her, although her parents have found for her what they consider a suitable partner, a man in the forties with a big fortune. Pierrette gives her family to understand that she has no use for such a person, and that if at any time she ever did love any one it was her distant cousin, Henri de Chalvet. He, however, prefers his freedom to married life. Five of the best years of his life were passed in trenches during the war. Now he just wants to live and roam around the world at his leisure. Pierrette understands this and is content to forget her love for Henri and devote herself to her work and her niece.

Wanted a Child.

It so happens, however, that the child is taken away and sent to a foreign country to learn a new language. The child's departure causes considerable sorrow to Pierrette, and once again her family advise marriage. She again tells them that she will never marry, but inasmuch as she finds she has enough love in her heart for another being tells her mother she is bent on having a child of her own which she will educate and rear according to her own principles. But even then there must be no question of marriage.

Shocked and alarmed, her parents again attempt to change her mind and even suggest that they will consent to her marriage with Henri, due to sail a few days later for South America. Pierrette refuses to be induced to marry any one, but her desire for a child of her own leads her to see Henri before he goes. She has her child, but later on she marries the father.

It is not easy to see what Brieux has endeavored to prove in this drama. Torontonians will remember a drama along the same lines entitled "Deborah," which was presented here shortly before the war. It caused a sensation, and all the actors were haled before the magistrate. "Deborah" happened to be a stupid and uninteresting piece of writing, and would not have drawn five hundred people to see it without the police court proceedings. It played to capacity business on the strength of its notoriety. Later on it ran for three days in New York, under the title, "The Smouldering Flame," and that just about indicated its value as drama. Of course, Brieux's work will be better done, and in Paris there will be no police court proceedings. The general impression seems to be, however, that the play will not succeed. The men have unusually ungrateful roles in it, and as one critic put it, "Perhaps if Pierrette had met some finer men, she would have regarded them as possible husbands and not merely as the fathers of children."

GUILD PLAYS COMING.

As a result of one of those mental lapses which may or may not indicate the advance of old age, it was stated in this department last Saturday that Toronto was not going to be lucky enough to see the Theatre Guild productions, now on the road. As a matter of fact, we appear to be travelling in luck for a change. "The Devil's Disciple," "Peer Gynt" and "He Who Gets Slapped" will all be presented locally. It will be a high spot in the season.

"QUEEN VICTORIA."

The Equity Players of New York are going to put on a play entitled "Queen Victoria." The authors are Walter Pritchard Eaton and David Carb, and they are particularly insistent that their play is not a dramatization of Strachey's biography. It was originally inspired by cartoons of Max Beerbohm, amplified by extensive biographical and fictional reading of the times. The play is episodic in character, and takes the queen from girlhood to the Golden Jubilee. Beryl Mercer has been selected to play the role of Queen Victoria. Beryl Mercer will be remembered here for her inimitable performance of the old Scotch woman in Barrie's "The Old Lady Shows Her Medals" and for her boarding house keeper in "The Lodger." But one never thought of her as being queenly.

Cyril Maude was invited to make the production, but he had to refuse because it would be considered a breach of etiquette to stage a play in England wherein a member of the reigning house figures. He does not care to break the rule even while visiting another country.

THE LONSDALE BOOM.

Probably the most sensational career in the theatre at present is that of Frederick Lonsdale. Mr. Lonsdale has a good chance to have five of his plays running in America within a few months—and no longer ago than last Spring the New York managers would hardly have known the name if a script signed Lonsdale had drifted into their offices. But on the strength of "Aren't We All?" Mr. Lonsdale accomplished miracles. Already his second play, "Spring Cleaning," is a success in Chicago. A third Lonsdale play has just been finished and will soon be placed in rehearsal by Sam H. Harris. This is "The Workers," which will have Roland Young and Margalo Gillmore in its leading roles. Then, during the past week, it was announced that Billie Burke is soon to appear in a Lonsdale play—one that he has just finished for Mr. Dillingham. The fifth of the series belongs to Mr. Woods, and bears the title of "The Fake." Like the rest, it has "just been finished"—and one can only wonder what Mr. Lonsdale has been doing between times.

SUFFERED LONG DELAY.

Walter Hampden, the best of the American Shakespearean actors, has opened a repertoire season in New York at the National Theatre. He began by staging a pirate play entitled "The Jolly Roger," by A. E. Thomas. The drama seems to have been thrown out as hot weather fare, while Mr. Hampden is getting ready for the big things that are to come later.

The production of "The Jolly Roger" at this late date indicates that now and then, even a play by a well-known playwright lingers and lingers in the desk drawer before it reaches the stage. This drama was written ten years ago for Otis Skinner. It was just after "The Honor of the Family" that Mr. Skinner decided that a pirate play would be to his liking, and asked A. E. Thomas to write it. Mr. Thomas wrote three acts—there are four altogether—only to find Mr. Skinner about to plunge into rehearsals of a play named "Kismet." In the three years that he acted "Kismet" his inclination toward a pirate play wore gradually away. Mr Thomas' play accordingly lay unfinished until two years ago, when Walter Hampden asked for something "not Shakespearean." Mr. Thomas' play fell easily within the phrase. Mr. Hampden first produced it in Toledo last season, at which time he acted the leading role. It was known then as "The Black Flag."

In the New York production, Pedro de Cardoba and Carroll McCamus are playing the leading roles.

OUR OWN SPECIAL FAN GOES TO THE MOVIES

ENGLISH movies are steadily gaining in popularity in Canada. There was a time when costliness in productions appealed more strongly to the fans, and then it was that the films from the Old Land, which are least impressive when they try hardest to be spectacular, found it difficult to make headway here. The English pictures are singularly free from that exaggeration which mars the American product. The British producers try to make their silent dramas as realistic as possible. For instance, you never see a young couple just starting life who live in a home that obviously would require $10,000 a year to keep up. Not many weeks ago I saw a beautiful American star playing the role of the daughter of a poverty-stricken small-town grocer, but she wore costly silk stockings and dainty slippers when working in the store. That sort of thing would not happen in a good English production. Their work may not be as technically perfect as that which comes from Hollywood, but they display better taste and a greater sense of truth in handling their stories.

"Mord Em'ly."

The latest picture in which the popular English star, Betty Balfour, appears furnishes an illustration of that point. In case you do not know it, I may say that Mord Em'ly is cockney for Maude Emily, and the heroine is a little East Side girl, whose father has spent fifteen years in jail, and whose mother washes to support their dilapidated home. Mord Em'ly is an incorrigible girl, always out for a good time, but in spite of her high spirits, there is nothing bad about her. She merely wants to get as much fun as possible out of life.

The American star who plays this type of tough girl is Mabel Normand. But Mabel Normand's tough heroines always end by marrying a gentleman with a home on Fifth Avenue. No American movie producer appears to realize that that sort of thing is ridiculous. The men who make Mabel Normand's pictures would doubtless think it necessary to have Mord Em'ly marry a title. But that is not the English way of doing it. Mord Em'ly's mother tries her best to make her daughter behave like a respectable young woman. Mord Em'ly leaves her Coster friends to work for three straight-laced spinters. The scenes in their home are remarkably well handled. But she soon makes her way back for an evening with the gang. So Mord Em'ly ends up in a reformatory. For the first time in the history of the films, a reformatory is presented as a place where some human beings have charge of the unfortunates who are locked up there, and where good is occasionally accomplished.

When Mord Em'ly gets out she is subdued, but still able to take care of herself. She finds that her best girl chum has "gone barmy on religion" and joined the Salvation Army, and that the boy of whom she had thought most was a famous boxer. Mord Em'ly feels that she has been branded for life. Her friends are all respectable, but she is the daughter of a convict and herself a girl from a reformatory. She tries to hide herself, but eventually marries the boxer.

This story has been told without exaggeration and with a genuine touch of humor. The scenes showing the death of Mord Em'ly's mother are perhaps unduly long. Otherwise the balance and proportions of this comedy-drama are excellent. It is well acted, and "Mord Em'ly" ought to be a popular movie. To my way of thinking, it is the best of the recent English pictures.

"In the Shadows of Whitechapel"

If ever a heroine came near to weeping a picture to death, it was Liza in "In the Shadows of Whitechapel." No heroine has ever wept so much and with as little provocation since the days of a popular piece of Victorian fiction—I think it was called "Queechy"—in which one female character did almost nothing except burst into tears. Liza's tears made the one blot on an otherwise excellent picture. She wept the hero into a state of grace, and then she almost wept him out of it again. I found myself feeling aggravated every time that she got in front of the camera. She was supposed to be sweet and good—in fact, the captions described her as "the lily of the alley," but she proved herself a water-lily.

The actor who plays opposite the weeping heroine is a man by the name of Edwards. He makes the picture worth seeing, for he gives an excellent performance. This character is a Whitechapel tough, a thief and a bully, until he meets the lily of the alley. His love for her causes him to turn over a new leaf. She will have nothing to do with him while he drinks, so he breaks away from the booze and settles down to honest work. After she consents to marry him, the lily continues to be weepy and contrary, until the danger of blindness, which threatens her husband, and other perils bring her to her senses. There is a sort of miracle man scene in which the husband is cured suddenly, in time to save his wife's life. Edwards does as good a piece of acting as we have seen on a local screen in recent weeks.

The story of "In the Shadows of Whitechapel" is out of the ordinary, and the minor characters are all well acted. The chief defect of "In the Shadows of Whitechapel" is the sobbing heroine. She almost kills the picture. I think that she is the worst advertisement for goodness that I have seen in a long time.

"The Son of Kissing Cup."

As a racing picture, "The Son of Kissing Cup," has its points. There are several original twists in the story that add to the interest, and that, of course, is a recommendation to the people who are tired of obvious plots.

The plot hinges on the fact that the owner of a race horse has been told that he cannot live two months. He consulted a famous specialist, who gave him that startling information. He made preparations for the end, which he regarded as inevitable, and the villains of the piece got hold of the information and endeavored to use it for their own ends. But it turned out that [illegible] specialist had become mentally unsound, and he had caused consternation by telling a number of patients that they could live more than two months.

When the hero did [illegible] the doctor predicted, [illegible] a number of complications these furnish the excitement in "The Son of Kissing Cup."

In my experience as a [illegible] have never seen another picture as good as "The Son of Kissing Cup." It was the first of the [illegible] and the best of them. It would be folly to compare "The Son of Kissing Cup" to "The [illegible] it can hold its own with the others.

As a rule races and games on the screen are not at all satisfactory. My favorite of movie horse races was the one depicted in "The Hottentot," and my favorite among movie games was the football match in "Three Ages," of which more another Sunday. I may say that there is a good boxing bout "Mord Em'ly."

G. P. HUNTLEY.

It should interest Toronto playgoers to know that G. P. Huntley, the English comedian who delighted us first some twenty years ago in "Three Little Maids" and returned later in other comedies, is appearing as a guest actor at the present time with the Jewett Players at the Copley Theatre in Boston. The Boston repertoire company is the organization that gave Cameron Matthews the idea of introducing a similar high-class organization into Toronto. They put on good plays, and do them with distinction.

It seems that G. P. Huntley has a son just at the end of his teens who wishes to go upon the stage. The wise father believed that the best training for the lad was to place him in a well-conducted British company appearing in a repertoire of British plays. Such organizations are to be found in Birmingham and Liverpool in the Old Country, and also at Hampstead, but for his own good reasons, Huntley thought the company in Boston would be a good training-school for the lad.

In an interview with H. T. Parker of the Boston Transcript, Huntley stated that he hoped to make a tour of Canada from the Atlantic to the Pacific, but we have heard nothing of that enterprise. Anyway, he intends to visit New York first. Who knows what will befall there so high-placed a comedian. Perhaps the narrow confines of a Broadway musical show may replace the broad spaces of Canada.

In the meantime, he has delighted Bostonians by playing old Eccles in a revival of T. W. Robertson's "Caste." People have flocked to see that quaint old drama. That reminds us—why did not the Maurice British Players revive "Caste," if they wanted to do an old piece of that vintage, instead of presenting such a mawkish and weak imitation as "Sweet Lavender," which seemed a footling sort of play even a dozen years ago. "Caste" holds a place in the history of the English drama. "Sweet Lavender" only serves to show us how far Pinero has travelled from his simpering beginning to attain to "The Thunderbolt."

At the Theatres -:- What the Press Agents Have to Say About This Week's Plays

"Whispering Wires" At the Alexandra

Mystery Comedy Was Big Success Last Season in New York.

"Whispering Wires," Kate L. McLaurin's dramatization of a Saturday Evening Post story of the same name, will be the attraction at the Royal Alexandra Theatre next week, starting on Monday night. Henry Leverage wrote the original story, which was a corking good detective yarn, and Miss McLaurin has lost none of the story's exciting incidents in transferring it to the stage. New York liked this thriller well enough to keep it playing there all last season, and it has achieved a like success in Chicago and Philadelphia. An excellent cast presents the play, including Robert Harrison, Louise Swanson, Helen Sullivan, Lilian Wilck, Lee Tracy, William D. Howard, Joseph Robison, J. M. Clayton, Edwin Taylor and Ford Chester.



HELENE SULLIVAN
who is appearing in "Whispering Wires," the thrilling mystery play that is being presented at the Alexandra Theatre this week.

"Candida" Will Be Revived At Regent

Cameron Matthews Players Are Presenting Bernard Shaw's Comedy.

The week of Oct. 29th, the Cameron Matthews English Players are giving their second Bernard Shaw play for the season at the Regent Theatre. "Candida" will be their offering, with the usual superb cast to give the audiences the fullest enjoyment of the delightful play.

"Candida" appeared in book-form as one of the "Pleasant Plays" before it was produced on the stage. It came as an expression of the feminist movement, which was just reaching its height in 1895 when it was written, though it was published only in 1898. This is one of the few cases in which Shaw used famous personages as models for his characters. Eugene Marchbanks, the young poet, was modelled after the dramatist's conception of Shelley as a young man, and the Rev. James Mavor Morell is drawn after Charles Kingsley. In this case, it will interest Torontonians to know, Bernard Shaw not only took his idea of character from another source, but also took the name from Prof. James Mavor, of this city, who was an early friend of his. Morell is a member of the Christian Socialist movement, was another matter of great in- at the time, when it was just g. Throughout the play there definite and more delicate ation than is usual in Ber s dramas. It displays an nor in every aspect the re- in Morell and Alexander ng curate, a broader and thetic humor, and a good ps, in Prossie, the typisk rich comedy of old Bur tractor, a role in which sford will have an oppor r to that in "Pygmalion," the dustman. was first produced in Lon with Granville Barker as and James Achurch as America it was done with and Dorothy Donnelly. It s production that Louise mad her first great suc- part of Prossie.

"Pair of Sixes" is Popular Farce

Vaughan Glaser Will Present Play at the Uptown Theatre.

If you were a prosperous business man who had done your share toward building up a profitable manufacturing concern, enjoying a comfortable income, and doing pretty much as you pleased, how would you like to exchange that state of affairs for one in which you had to black your partner's boots, and be fined $100.00 every time you failed to say "Sir" to him?

That is what happened to one of the partners in Edward Peple's "Pair of Sixes," which is to be given by the Glaser Players at the Uptown next week.

All this state of things resulted from the fact, primarily, that the partners could never by any chance agree upon any known subject, least of all upon which played the more important part in the development of the business. They finally agree, at the suggestion of a friend that they settle the question of supremacy for a year by playing a hand of poker, winner to run the plant to suit himself while the the loser steps down a peg to the position of valet and butler.

The hand is played. After the draw one finds himself with nothing better than a pair of sixes. The females of the species enter largely into the conditions to complicate the sorrows of the loser; they alternately help and hinder both partners in carrying out the conditions that were embodied in the contract signed when the historical hand was played. A wife, a sweetheart and a rival all contribute to the general disorder. The solution of their difficulties is most unexpected.

The Corinthian Lodge of Masons have their theatre night on Monday evening, the 29th.

"If Winter Comes" Stays At Comedy

Maurice British Players Have Scored Hit With This Drama.

Owing to the great demand and advance sale of seats for their production of "If Winter Comes," at the Comedy Theatre, the Maurice British Players will run this popular [illegible] for the week commencing October 29th, so that their many patrons may not be disappointed.

What the press says:

The Globe—Any report of last night's performance by the Maurice British Players should be prefaced by an enthusiastic reference to the company's new theatre. The house has not only been renamed, but renovated and metamorphosed. The audience was delighted at the result. The interior is attractive, tasteful and cosy, and perfectly suited to the requirements of a stock company. The Maurice organization is to be congratulated on having so handsome a home, and a stage that can meet any demands. The Comedy ranks among the most comfortable and convenient playhouses in the country.

"If Winter Comes" should make the opening week at the Comedy a brilliant one and inaugurate a successful career for the Maurice Players in their handsome quarters.

Evening Telegram—Last night was a red letter occasion in the history of the Maurice British Players. Not only was it the occasion of their opening in the Comedy Theatre (the old Gayety attractively remodelled), which is to be their permanent home, but it was also the occasion of their most brilliant performance. For their premier offering in their new home the Maurice Players presented the dramatized version of that very widely discussed book of A. S. M. Hutchinson's, "If Winter Comes."

Daily Mail and Empire—"If Winter Comes" was a happy choice as the opening attraction for the Comedy. It is the best all-round performance that the Maurice Players have given, and it has many popular qualities.

Curtain rises every night at 8.30. Popular Thursday and Saturday matinees at 2.30; all reserved seats 50 cents. Box office, Bay and Richmond Streets, or phone, Adelaide 8380 for reservations.

"Abie's Irish Rose" in Eighth Week

Popular Comedy Still Running at the Grand Opera House.

Theatrical attractions may come and go but "Abie's Irish Rose" apparently is going to remain here forever, so the announcement from the Grand Opera House that "Abie" begins its eighth consecutive week at that house, Monday, October 29th, will surprise no one who has experienced the thrill of its joyous merriment, plus its irresistible human appeal. Take an Irish girl named Rosemary Murphy, just married by a Methodist minister, to a Jewish youth named Abie Levy, who decides it expedient to introduce her as his sweetheart under the name of Rosie Murphiski, to his father, an orthodox Hebrew, then later have the young couple married for a second and yet a third time by a rabbi and Catholic priest, in a vain effort to placate their raging fathers, and without much imagination you can anticipate interesting possibilities in the way of hilarious complications. These are only a few of the factors which compel the audiences to so rock with unrestrained laughter as to induce physical exhaustion. It is interesting to note that Miss Anne Nichols, the author and producer of "Abie's Irish Rose," who paid a flying visit to Toronto last week, within a few days after her arrival from London, England, where she had been looking into the propositions of many London managers wanting an "Abie" company, declared the Toronto company one of the best of her many organizations, and was particularly pleased with the love interest injected into the performances by Dorothy Webb, the new Rosemary Murphy, who with Henry Whittemore as Abie, supply the romantic element of the play. As for Joseph Greenwald, the new Solomon Levy, "Abie's" father, Miss Nichols wanted him transferred to the New York company, but was prevailed upon by her representative here, to allow Mr. Greenwald to play out the Toronto engagement, however, remote that date may be. So altogether the performances are going better than ever.

"HEART OF CELLINI" WITH LIONEL ATWILL

Lionel Atwill, the English actor, who has become such a prominent factor in the theatre the past few years by his appearances in the name roles of the Sacha Guitry comedies, "Deburau," "The Grand Duke" and "The Comedian," comes here to the Royal Alexandra for one week commencing Nov. 5th in a new play called "The Heart of Cellini," by Anthony Wharton. It is described as a matter of fact romance, and is said to embody the character and spirit of Benvenuto Cellini, the celebrated Florentine sculptor.

CANADIAN PLAYS WILL BE PRESENTED

The growing interest taken by Torontonians in Canadian plays is indicated by the fact that more and more the non-professional groups of players are seeking for native dramas in which to appear. The St. Andrew's Players have announced their first bill of the current season, to be given next Thursday and Friday, and it will consist of two short Canadian plays, "The Failure", by W. S. Milne and "General Wolfe", by Raymond Card.

"The Failure", was written by W. S. Milne, and chosen as one of the plays to be presented on the "Students' Bill" at the Hart House Theatre. This bill consisted of the three best plays submitted to the director, Mr. Bertram Forsyth, and "The Failure" stood at the head of the list.

"General Wolfe" is a historical drama; and the author, Mr. Card, who has worked for several years with another local little theatre group, the Chester Players, has seen it staged several times.

Our Mail Bag

A SUGGESTED BILL.

To the Dramatic Editor of The Sunday World:

Dear Sir,—During the last couple of years, I have become a Hart House frequenter. For the first two seasons, it was too uncertain in its quality, but things have improved greatly, especially last Winter. I have noted the suggestion that there might be a program of Canadian and European plays, now that the English dramas are being done so well elsewhere in town. A couple of friends and myself have drawn up a bill for the little theatre that we think would be an excellent one, and here it is:

October—"Le Malade Imaginaire," by Moliere (French classic).

November—A full length Canadian play.

December—"Hannele," by Gerhardt Hauptmann (German).

January—"Les Affaires sont les Affaires," by Octave Mirbeau.

French.

February—A bill of three Canadian one-act plays.

March—"The Affairs of Anatol," by Schnitzler. (Austrian).

April—"Six Characters in Search of an Author," by Pirandello (Italian).

May—"Polly," by John Gay (opera).

June—"The Betrothal," by Maeterlinck (Belgian).

Does not that sound like an interesting list? I should like to hear if anybody can improve upon it.

Yours, etc.,
REGULAR READER.

RECOMMENDS PICTURES.

To the Dramatic Editor of the Sunday World.

Dear Sir,—As a reader of your reviews over a long period, I am familiar with your opinion of Gloria Swanson, but I went to see her latest picture last week—"Zaza"—the first I have viewed of hers for a long time and I was very agreeably surprised. I would very much like you to see this one when it visits Toronto, in a charitable mind and I believe you will admit that in this one she does some real acting. I am also of opinion that Pola Negri's latest picture, the "Spanish Dancer" will be much more to your liking than the others. D. W. Griffith's "White Rose" will come your way no doubt soon and your opinion is awaited with interest. To me, the star's acting in the first part, where she takes the part of a cashier in a small hotel is extremely bad. However, it is running on its second week here.

Well—that's that!

Yours, etc.,
H. G. WALKER.

Detroit, Mich.

AN APPRECIATION.

To the Dramatic Editor of The Sunday World.

Dear Sir,—The performances of the Cameron Matthews Players have deservedly taken rank among the most artistic and interesting features of the local stage. It is always a pleasure to be able to extend a hand of welcome to overseas artists, whose sincerity in standing up for the highest stage ideals cannot be questioned.

"To provide beautiful works with interpreters worthy of them; to choose those works without any thought given to school, prejudice and fashion, to give first place to the work itself by the sobriety of the staging and thoughtfulness of acting, and the modesty of the actors."—such seems to be the ambitious program of the English Players now at the Regent Theatre.

Because the company, which is English, is such a capable one and the members so painstaking in their portrayals, and because the performances are staged so admirably in every detail and the desired illusion maintained throughout, it is indeed a pleasure to witness a play by this exceptional company. My sincere wish is that they may long remain with us.

Yours, etc.,
G. M. SINGLETON.

THIS IS A CHALLENGE.

To the Dramatic Editor of The Sunday World:

Dear Sir,—Drawn by the crowd and feeling a curiosity aroused by the long stay of "Abie's Irish Rose," I went to see it. I am not going to give you my opinion of it. It could do neither good nor harm. But there must be some person in Toronto who thought it a good show. Now would it not be possible for you to ask that person to get up in meeting and testify regarding his admiration of Anne Nichols' comedy? I should like to have him tell us just one single reason why he liked the play. That is not asking for much. Will somebody who enjoyed "Abie's Irish Rose" tell us why, why, why!

Yours, etc.,
T. W. M.

PLENTY OF PLAYS STILL AVAILABLE

Quite frequently, you will hear people wonder if the supply of plays that a first-class repertoire company, like the Cameron-Matthews Players, can present, is not limited. One can only refer them to the fact that the Jewett Players have been carrying on for seven years in the Copley Theatre, Boston, in just the type of play that Mr. Matthews has used ever since coming to Toronto.

The Jewett Plays have established an international reputation. This company has made Boston in a considerable degree independent of the so-called commercially organized theatre, for it has offered many important plays for the first time in Boston. Indeed, a considerable number of these have been presented for the first time in America, such as "The Times", by Sir Arthur Pinero; "The Big Drum", also by Pinero; "The Cassilis Engagement" and "The Charity That Began at Home", by St. John Hankin; "Widowers Houses", "The Dark Lady of the Sonnets", "O'Flaherty, V. C." and others by George Bernard Shaw; "The Eldest Son", and "The Family Man", by John Galsworthy; "Chains", by Elizabeth Baker; "The Voysey Inheritance", by Granville Barker. Only last Spring they tried out an English comedy, "The Likes of 'Er", and it ran for four weeks. The play has since been done in London with considerable success.

The list of plays done at the Copley Theatre indicates that there are plenty of dramas available to keep a high-class repertoire company going for a good many years.

Following is a record of this company's seven seasons of productions, 296 weeks. The figures after each play's title indicate the number of weeks each presentation has had. Thus Shaw's "The Doctor's Dilemma" has been presented three times, twice for one-week runs and once for a three-weeks' run.

George Bernard Shaw—"Arms and the Man", 2, 2; "The Bolshevik Empress", 1; "Candida", 1, 1; "The Dark Lady of the Sonnets", 2, 1; "The Doctor's Dilemma", 1, 3, 1; "Fanny's First Play", 1, 2; "Getting Married", 3; "How He Lied to Her Husband", 2; "Major Barbara", 3; "Man and Superman", 1, 2; "O'Flaherty, V. C.", 2; "Overruled", 1;



WALTER KINGSFORD,
who will appear this week in the revival of "Candida" which the Cameron Matthews Players are presenting at the Regent Theatre.

"The Philanderer", 1; "Press Cuttings", 2; "Widowers' Houses", 2; "You Never Can Tell", 1, 1, 1, 1; "Pygmalion", 3, 2, 1.

Sir Arthur Pinero—"The Big Drum", 2; "Dandy Dick", 1; "His House in Order", 2; "The Magistrate", 1; "Sweet Lavender", 1; "The Thunderbolt", 3; "Trelawney of the Wells", 1.

John Galsworthy—"The Eldest Son", 1; "A Family Man", 1; "The Mob", 2; "The Pigeon", 1; "The Silver Box", 1; "Strife", 3.

Sir James M. Barrie—"The Admirable Crichton", 1, 1.

R. C. Carton—"The Bear Leaders", 2; "The Eccentric Lord Comberdene", 1; "Public Opinion", 1.

W. Somerset Maugham—"Caroline", 1; "Lady Frederick", 2; "The Land of Promise", 1; "Smith", 1; "Jackstraw", 1.

Henry Arthur Jones—"The Case of Rebellious Susan", 1; "Dolly Reforming Herself", 1; "The Liars", 1, 1, 1, 1; "The Middleman", 1; "Mrs. Dane's Defence", 1.

Graham Moffat—"Bunty Pulls the Strings" 2, 1, 1.

St. John Hankin—"The Cassils Engagement" 6, 1.

Harold Brighouse — "Dealing in Futures" 1; "Garside's Career" 2; "Hobson's Choice" 2; "The Odd Man Out" 1.

Alfred Sutro—"The Choice" 1; "The Clever Ones" 2; "Mr. Farndon's Daughters" 1; "The Walls of Jericho" 1.

Allan Monkhouse—"The Education of Mr. Surrage" 1; "Mary Broome" 1.

Elizabeth Baker—"Chains" 1; "Miss Robinson" 1.

A.A. Milne—"The Great Broxopp" 1; "The Lucky One" 2; "The Truth About Blayds" 1, 2.

Oscar Wilde—"An Ideal Husband" 1; "The Importance of Being Earnest" 1; "Lady Windermere's Fan" 1, 2; "A Woman of No Importance" 1, 1, 1.

Brandon Thomas — "Charley's Aunt" 4, 3, 2, 2.

George Paston — "Clothes and the Woman" 2, 2; "Nobody's Daughter" 2.

Louis N. Parker—"Disraeli" 3; Louis N. Parker and W. W. Jacobs — "The Monkey's Paw" 1.

Edward Knoblock—"The Cottage in the Air" 1; Edward Knoblock and Arnold Bennett—"Milestones" 1, 1.

Arnold Bennett — "The Honeymoon" 1; "What the Public Wants" 2; "The Great Adventure" 2; "The Title" 1.

Rudolf Besier—"Don" 1.

Charles Marlowe — "When Knights Were Bold" 2, 2, 2.

Gladys Unger—"The Daughter of the House" 2; "Our Mr. Heppelwhite" 2.

H. Granville Barker—"The Voysey Inheritance" 1; Helen and H. Granville Barker—"The Romantic Young Lady" 2.

Sheridan—"The Critic" 1; "The Rivals" 1, 2, 1, 1; "The School for Scandal" 1, 1.

Goldsmith—"She Stoops to Conquer" 1, 1, 1, 1.

Shakespeare—"The Merchant of Venice" 1; "The Merry Wives of Windsor" 2.

Ibsen—"A Doll's House" 1; "Hedda Gabler" 2; "Pillars of Society" 1.

Israel Zangwill—"The Melting Pot" 1.

Jerome K. Jerome—"The Passing of the Third Floor Back" 1, 1.

Henry James—"The Reprobate" 1.

Sydney Grundy — "A Pair of Spectacles" 1.

Gita Sowerby—"Rutherford and Son" 1.

Frank Stayton — "Threads" 1; "The Joan Danvers" 1.

Wilfred T. Coleby—"The Truants" 1.

Donald MacLaren—"Two Pairs" 4.

Robert Buchanan—"Tom Jones" 1.

E. W. Hornung and Eugene Presbrey—"Raffles" 2, 1.

Chester Bailey Fernald—"The Pursuit of Pamela" 2.

Charles Hawtrey—"The Private Secretary" 2, 2, 1, 1.

Augustin McHugh—"Officer 666" 1.

Harry and Edward Paulton—"Niobe" 1.

Augustin Daly—"A Night Off" 2, 2, 1; "Nancy and Co." 1.

J. E. Harold Terry and Lechmere Worral — "The Man Who Stayed at Home" 27, 1.

H. M. Paul—"The New Clown" 1.

William Collier and W. H. Post — "Never Say Die" 1.

Frank Wyatt and William Morris—"Mrs. Temple's Telegram" 1.

W. A. Tremaine — "The Man Who Went" 1.

Lord Dunsany—"The Lost Silk Hat" 1, 3.

Charles McEvoy—"The Likes of 'Er" 1.

Keble Howard—"Lazy Lubin" 1.

Sir Charles Young — "Jim, the Penman" 1.

Horace Annesley Vachell—"Jelf's" 2.

Ernest Denny—"The Irresistible Marmaduke" 2.

Anthony P. Wharton—"Irene Wycherley" 1.

Earl Derr Biggers—"Inside the Lines" 7, 4.

Stanley Houghton — "Hindle Wakes" 3, 1.

G.A. Birmingham—"Gen. John Regan" 1.

Gayer Mackay and Robert Ord—"Dr. Wake's Patient" 1.

T. Russell Sullivan—"Dr. Jekyll and Mr. Hyde" 1.

Sardou—"Diplomacy" 1.

Dickens—"A Christmas Carol" 1.

Winchell Smith and Byron Ongley—"Brewster's Millions" 3.

Leon M. Lion—"The Chinese Puzzle" 2.

Grant Stewart and R. M. Baker — "Arms and the Girl" 2.

Leo Ditrichstein—"Are You a Mason?" 2.

Eden Phillpotts and Basil Macdonald Hastings—"The Angel in the House." 2.

RECENT EVENTS ON LONDON STAGE

C. B. COCHRAN is charging lower prices for seats in one or two of the London Theatres under his control by way of experiment. B. A. Meyer also has reduced the rates at the Jrinces Theatre, where he is producing "The Return of Sherlock Holmes." It will not be long probably before other managers will find it prudent to follow their example.

Milton Rosmer is said to have been successful in the English provinces with Edward Percy's new comedy, "Ancient Lights." He and his partner, Richard Coke, are contemplating the reestablishment of the Manchester Repertory Theatre.

Mrs. Patrick Campbell is playing in "The Second Mrs. Tanqueray" and "Magda" in the London suburban theatres.

The Fellowship of Players begun their new season with a revival of "The Winters Tale," at the London Lyric. The cast included Baliol Holloyway, as Autolycus; Lilian Braithwaite, as Hermoine; Joyce Carey, as Perdita and Frank Cellier, as Lecntes.

May Edington's farcical comedy, "Trust Emily," is the opening novelty at the London Criterion.

The London Times reviewer, writing of Sutton Vane's fantasy, "Outward Bound" at the Everyman Theatre, says: "The voyage upon which Sutton Vane takes his company ends in neutral waters off the coast of heaven and hell. The ship in which they travel is a comfortable liner, with a bar and an affable, steward, whose tendency is towards philosophy. The passengers realize their position slowly. First they discover that they are ignorant of their destination, then that there are no engines, no crew, and no steaming lights, and at last, that they are dead men on their way to judgment. By this time we were interested in them all. They had gone so far to their doom with an admirable spice of wit, and, though they lingered too long on the way, had at least provided a first act with an idea and a sense of humor. When, however, they came to anchor the idea stopped with the ship. It is a bold experiment to stage the Day of Judgment, and we are afraid Sutton Vane has not proved equal to it. Not only the idea, but the action also, stopped. An examiner, who proved to be a hearty clergyman full of reminiscences, examined each passenger in turn and unfortunately invited us to share his omniscience concerning the past life of each one of them. It was a long and tedious business, suggestive rather of a defaulter's bugle than the last trump."

The "Old Vic," which is now established upon a firm foundation, opened the current season with a revival of "Love's Labor's Lost." A prominent London critic writes: "The audience laughed loyally whenever it could, and the task of loyalty was easiest when Hay Petrie was on the stage. He is a master of droll expression and gesture, and, when we were almost drowned in the euphuistic chatter, there were always his silences to rescue us. Ion Swinley as Biron missed no flash of the Shakespearean eloquence when the flashes came and lighted the dark patches with his swift variety of emphasis and admirable clearness of speech. For the rest, the play was an act of homage and consistency, well and bravely performed, and there we may gratefully leave it."

The "Old Vic" is not to have a complete monopoly of Shakespeare in London. It has occurred to Donald Calthrop that there is no good reason why it should be impossible to do in the fashionable West End theatre district what has been done in the poorer region south of Waterloo Bridge. So he has secured the Kingsway Theatre, where he proposes to give two Shakespearean plays daily, one in the afternoon and one in the evening. He will make a beginning with "A Midsummer Night's Dream" and "Twelfth Night." His success or failure will depend entirely upon the question whether he can get the right actors to play them.

Alfred Sutro has written a new modern comedy which has been named "Far Above Rubies." It will be produced in London before long with Marie Lohr in the part of the heroine.

Graham Moffatt is starting upon a new campaign with "Bunty Pulls the Strings." He has written a sequel to this with the title "Bunty Knots the Strings."

Basil Dean is engaging a special company of Scotch actors for the coming revival of Barrie's "The Little Minister" at the Queen's Theatre, London.

The production of "Cymbeline," with Sybil Thorndike as Imogen failed to attract the public to the New Theatre, London, and has been withdrawn. Success in the circumstances was not probable.

J. E. Vedrenne will produce soon in the London Comedy Theatre T. F. Fallon's play, "The Last Warning," adapted for the English stage by Arthur Rose. Thurston Hall, Frances Carson and Brember Wills have leading characters.

The Phoenix will soon resume its activities. The committee has chosen the following program: "Edward II," by Christopher Marlowe; "The Country Wife," by William Wycherley; Shakespeare's "King Lear," and Congreve's "The Way of the World."

IMPORTANT NOTICE
COMEDY THEATRE
Richmond St. West of Bay St.
Owing to the great demand and advance sale of seats for their production of
"IF WINTER COMES"
at the Comedy Theatre, the Maurice British Players will run this popular drama for the week commencing October 29th, so that their many patrons may not be disappointed.
Curtain rises every night at 8.30
Popular Thursday and Saturday Matinees at 2.30. All reserved seats, 50c. Adelaide 8380 for reservations, or at Box Office.

STARTS MONDAY
The Regent
Twenty-Fifth Week in Toronto
Cameron Matthews English Players
Present the Brilliant Comedy
"CANDIDA"
By GEORGE BERNARD SHAW
A TRIUMPH IN LONDON AND NEW YORK
MAKE YOUR SEASON RESERVATIONS NOW
Evenings ..... $1.50, $1.00, 75c and 50c
Saturday Matinee $1.00, 75c, 50c
Thursday Matinee ..... All Seats 50c
MATS. Thursdays (Pop. Prices) Saturdays
COMING
W. Somerset Maugham's
"THE CIRCLE"

85 TH BIG WEEK UPTOWN THEATRE Yonge & Bloor 3RD SUCCESSFUL TORONTO SEASON
MONDAY EVE. SHARP AT 8 AND ALL WEEK
VAUGHAN GLASER PLAYERS
IN EDWARD PEPLE' SENSATIONAL LAUGH FESTIVAL
A PAIR OF SIXES
CORINTHIAN NIGHT MON. SPECIAL MUSICAL FEATURES—COME EARLY!
BARGAIN MAT. WED., ALL SEATS 25c
POP. MAT. SAT. 25c & 50c
EVENINGS - - 50c, 75c, $1
ORCHESTRA - EVE. 8, MAT. 2

8th WEEK OF Joyous Laughter STARTS MON. OCT. 29
ANNE NICHOLS' Laugh Riot
ABIE'S IRISH ROSE
A Comedy With an Entrancing Love Story
GRAND
MATINEES WED. AND SAT.
EVES. 50, 75, $1.00, $1.50. WED. MAT. 25, 50, 75.
SAT. MAT. 25, 50, 75, $1.00.
SEATS SELLING 2 WEEKS AHEAD

ROYAL ALEXANDRA MATINEES WED. and SAT
STARTING MONDAY NIGHT AT 8.30
The Melodramatic Ten Strike
Messrs. Shubert Present
WHISPERING WIRES
ONE ENTIRE YEAR IN NEW YORK
Buzzes with Thrills!
Prices—Nights, 50c to $2.50. Wed. Mat., Best Seats $1. Sat. Mat., 50c to $1.50.
WEEK COM. MON., NOV. 5th MATINEES WED. & SAT.
B. C. WHITNEY Presents
LIONEL ATWILL in "THE HEART OF CELLINI"
A MATTER OF FACT ROMANCE
Suggested by the Capricious Career of Benvenuto Cellini, Famous Florentine Goldsmith. A Story of the Picturesque Adventures of the Artist-Lover-Man.
By ANTHONY WHARTON.
With An Incomparable Cast, Including Elsie Mackay in the Leading Feminine Role.

The Moving Pictures

Announcements Regarding the Silent Dramas Now in the City

Mrs. Wallace Reid Coming In Person

Wife of Famous Movie Star is Presenting "Human Wreckage."

Showered everywhere with honors such as are usually conferred only upon eminent men, Mrs. Wallace Reid, wife of the famous and well-beloved "Wally," comes to Toronto in person to-morrow, and for the entire week she will appear on the stage at Loew's Yonge Street Theatre at every performance. The distinguished visitor comes to Toronto with "Human Wreckage," a photoplay masterpiece that is the sensation of the day, and the patrons of Loew's Yonge Street Theatre will have every opportunity to see both at every performance. As a matter of fact, Mrs. Reid considers it her duty to appear in person as frequently as possible, for, as all the world knows, it was with the laudable ambition of saving others from the fate that crushed her stalwart husband, in spite of his gallant fight against "dope," that she set out on the crusade against the traffic. Mrs. Reid has a rousing message for the people of Toronto and every man, woman and child who goes to Loew's Yonge Street Theatre at any time this coming week can do so with the assurance that he or she will both see and hear the plucky little actress, whose personal fight against the narcotic evil has won for her recognition as one of the foremost women on the continent to-day.

Toronto, like every other city in America, was shocked when Wallace Reid died, and Toronto, like every other city admired tremendously, while it sympathized with the widow who immediately on her bereavement sounded a declaration of war against the greatest menace civilization has to contend with to-day. This is why Torontonians are looking forward eagerly to extending a welcome during the next six days to Mrs. Reid, the beautiful actress, who is playing the leading part in a crusade to which civilization willingly lends its support. Not in a long time has Toronto been visited by a woman who has so won the respect of the world; not in a long time has Toronto honored a woman as Mrs. Reid will be honored for the next six days.

While the personal appearance of Mrs. Reid will be hailed with unrestrained enthusiasm, the picture in which she plays the leading part—and which will be shown with regular six-act program of vaudeville—will assuredly come in for a similar reception. "Human Wreckage" is one of the greatest human interest stories ever brought to the screen. It is a smashing, heart-finding drama of life, the characters of which are portrayed by a cast that is unsurpassed. The picture itself stands head and shoulders above anything of its kind ever before attempted, and undoubtedly the cast is in the same class. Never before has such a combination been brought together to portray the characters of a great drama of life. "Human Wreckage" marks the return to the screen of Mrs. Wallace Reid, who before her retirement was a big success in pictures. James Kirkwood left the big Broadway success of the season, "The Fool," to do 'his bit' in the principal male role. Then, in character roles, are Bessie Love, Victory Bateman, George Hackathorne, Claire McDowell, Robert McKim, Harry Northrup, Eric Mayne, Otto Hoffman, Philip Sleemand, George Clark and Lucille Ricksen. And, in a great scene, in which an American community rises to battle a menace, are police, a mayor, jurists, educators and civic and welfare leaders of real life.

"Human Wreckage," Torontonians may well believe, is a sensational photo-dramatic expose of the narcotic evil that has thrilled wherever it has been shown. It is the most crushing blow ever dealt against the narcotic drug evil, the most gigantic motion picture ever conceived. It is not the story of a weakling, but of a man, big both in nature and stature; a man bitterly opposed to the evil traffic in narcotics; a leader, in fact, in the ranks of those who strive to wipe this menace from the face of the earth. It is through overwork his downfall comes, and it is to men such as he—silent fighters, who wage war against the unseen Beast—that Mrs. Reid pays tribute in this picture, which will be the talk of Toronto long after the little lady and her picture have departed.



A scene from "Why Worry?" the latest Harold Lloyd film which will be presented at Pantages Theatre during the present week.

"The Bright Shawl" Used For A Movie

It Will Be Seen At Pantages Commencing Next Saturday.

A picture representing the most ambitious undertaking Richard Barthelmess has yet made for the screen is coming to the Pantages, starting next Saturday. It is the film version of Joseph Hergesheimer's tremendously popular story, "The Bright Shawl," dealing with the days of Spanish oppression in Cuba. In order to obtain the proper atmosphere, a large part of the story was filmed in Cuba, the balance being made in New York. John S. Robertson, responsible for such productions as "Dr. Jekyl and Mr. Hyde" and "Sentimental Tommy," was the directorial genius behind the camera.

Barthelmess has perhaps the most romantic role of his entire screen career, that of an adventurous young American who takes up the cause of the rebels and incidentally falls in love with the daughter of a rebel leader. The complications which ensue when La Clavel, a Spanish dancer, the favorite of the most despised of Spanish officers, becomes infatuated with the young American, who encourages her so that he may gain information of value to the rebels, are said to make this one of the most absorbing photoplays of a decade.

Supporting the star are Dorothy Gish, as La Clavel, the dancer; Mary Astor, as his screen sweetheart; Anders Randolph, as the Spanish tyrant Santacilla; Jetta Goudal, as La Pilar, female spy; Andre Beranger, E. G. Robinson, Margaret Seddon, Louis Alberni, William Powell and George Humbert.

"The Bright Shawl" has been filmed on a most elaborate and colorful scale. The screen adaptation was made by Edmund Goulding. Known as a John S. Robertson production, it is presented by Inspiration Pictures through Associated First National as one of the most important photoplays of 1923.

"PECK'S BAD BOY."

"Peck's Bad Boy and His Pa" will have as the principal character—the bad boy—Joe Butterworth, and Mary Jane Irvin has been chosen to portray the girl. Butterworth played the part of Sam in "Penrod and Sam."

MOVIE ACTRESS RETURNS TO STAGE

Helene Sullivan, screen actress, co-star with George Beban in his last picture, "The Sign of the Rose," is in the spoken drama again. In "Whispering Wires" she is playing the principal emotional role. Miss Sullivan is one of those versatile actresses who jump from the legitimate stage to the movies and back again.

Out on the Pacific coast Miss Sullivan's name is better known than in the East, for it is there she spent most of her career. Her experience runs over a range of years and a great deal of this experience was gained in stock companies. She has not only acted in many popular plays in the spoken drama, but when they were screened she acted in the same plays all over again. She is not only a leading actress, but in movie land is considered one of its best-dressed women.

Miss Sullivan is an energetic person who believes that happiness comes to everyone who keeps busy. One of the curses of acting is the long idle spells between engagements. Miss Sullivan is seldom idle. She has two fields open to her work—screen work and the legitimate stage.

"Early in my stage career I saw long sieges of idleness," says she, "and I was also financier enough to see that idleness did not pay. Hence I became a persistent job seeker. If the job did not seek me I went after the job. I know better than anyone else my limitations and my ability as an actress. I know something about salesmanship where my own artistic wares are concerned. I have ability to sell and I can sell it myself. That is why I went into the movies. When I discovered I would screen well I began a campaign to sell my services. When the spoken drama took a vacation I sought a job in movieland. My experience on the legitimate stage was an asset, of course, but I had to make good or be shunted aside like thousands of others who fail."

NEW KENNEDY FILM.

The second of the series of six pictures starring Madge Kennedy has been completed by the Kenma Corporation. It is "Three Miles Out," an original story by Neysa McMein, the illustrator and poster artist, with continuity and titles by John Emerson and Anita Loos. Miss Kennedy's supporting cast includes Harrison Ford, Marc McDermott, Marie Burke and Ivan Linow. No massive sets were designed, but the interiors are said to be faithful pictures of American homes.

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TEMPERANCE NEAR YONGE
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WEEK OCTOBER 29th

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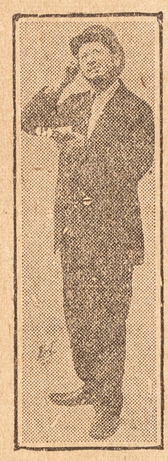
CAIN and DAVENPORT present
HARRY STEPPE
IN
the utmost in Musical Revue
"Dancing Around"
WITH
BUCK AND BUBBLES
WORLD'S GREATEST COLORED STARS
Successors to WILLIAMS and WALKER, and the
FASTEST DANCING CHORUS ON EARTH



HARRY STEPPE

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POPULAR LADIES' MATINEE DAILY

PROGRAM DE LUXE

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John Arthur and Lloyd Collins conducting.
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A LOVE STORY pulsating with the fire of youth—mad, romantic and divine; revealed with an exquisite understanding of the human heart as only the wizard of directors could reveal it!

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"THE WHITE ROSE"
The story of a girl who couldn't stop loving

WITH FOUR GREAT SCREEN STARS
MAE MARSH
CAROL DEMPSTER
IVOR NOVELLO
Noted English Actor
NEIL HAMILTON
A New Griffith "Find"



With the Vaudevillians

Attractions on Programmes of the Variety Theatres

Jay Brennan Is Coming To Shea's

He Has a New Partner Doing Bert Savoy's Comedy.

A program of all feature acts will be given at Shea's Theatre this week. Walter C. Kelly, the Virginian Judge, is always welcome.

Bert Savoy and Jay Brennan were famous in the world of amusement for their funny satire, "You Must Come Over." When Mr. Savoy was killed last Summer it seemed that the character of Margie was lost to the stage. But Stanley Rogers, long known as a clever comedian, came into the team, which then became known as Brennan and Rogers. Wherever they have appeared their success has been great.

There is no greater delineator of the "Down East" ruralite than Will M. Cressy, who, with Blanche Dayne, is an old favorite. This is their first appearance here in many seasons, and their new sketch is "The End of a Perfect Troupe."

Grette Ardine comes with a new and elaborate offering, "The French Model," a dancing story of Neville Fleeson and Albert Von Tilzer, with John Tyrrell and William Finnan in the support.

Wade Booth appears here for the first time. He is an American baritone, who studied with Jean De Mezzke in Paris, and has won substantial concert and vaudeville success. He is supported at the piano by Louise Best.

Six bears, four cinnamons and two grizzlys, are the stars of Breakers' Bears comedians. Breaker is one of the foremost animal trainers, and one of the features of the act is the speed with which his animals perform.

The Six Hassens, whirlwind wizards, complete the show.

Next week's bill will be headed by a most sensational act, Leah, "Maid o' Mist." Leah is introduced by Professor Horace Sierak, the son of a British diplomat in the Indian service. He spent many years in India and his demonstrations with Leah are among the most mystifying and sensational ever presented on the stage. Professor Sierak offers $500 reward to anyone who solves the mystery.

Ole Oleson and Ohio Johnson, likeable lads loaded with laughs; Al Wohlman, in "The Raduate"; Dixie Hamilton, presenting "A Syncopated Cocktail With a Dash of Personality"; and the Three Original Blanks, Europe's premier jugglers, and others complete the bill.

JOLSON'S PICTURE.

...st for Lloyd Hamilton's ...Manny's Boy," will in... Harrison, Tom Wilson, ... Verne and Edna May ...re is being produc... pictu... at the Griffith Mamaroneck ...dios. The cast is said to be practically the same as that selected for Al Jolson before he tendered his abrupt resignation.



HARRY STEPPE,
comedian with "Dancing Around," the offering at the Empire Theatre this week.

"Dancing Around" Coming To Empire

Many Big Features Are Promised In This Burlesque Show.

In few shows playing this city is the chorus featured as in "Dancing Around," coming to the Empire Theatre this week. The girls are all extremely youthful, neat, pretty, trim of figure, good singers and wonderful dancers. And they have been wonderfully equipped in the matter of costumes. Every time the chorus appears, its members are gowned in different costumes, most of them gorgeous in their texture and design. This makes a pleasing combination with the superb scenery, and the effect is most striking. The ladies who form the major part of the daily matinee audiences will be particularly pleased with these gowns and girls, as a rarer array of beauty has not been offered in this theatre for some time. A cast of surpassing excellence is also promised in this attraction. Harry (Bananas) Steppe heads it, and it includes such capable members as Buck and Bubbles, Lillian Smalley, Fred (Fatty) Slater, Arthur Putnam, Rose Duffa, George Rose, Billy Walker, Edna Howard, Bodine Sisters, Anetia White, Betty Meyers, Edna Davenport, Paula Joyce and Ina Kay. This is one of the biggest dancing shows on the Columbia circuit. Two big features are particularly stressed, the Mirimba Girls, who end Act 1, and the great "Bandana Ride" which concludes the show.

"Around the World" Comes To Pantages

Rigoletto Brothers Are the Headliners of the Present Variety Bill.

Harold Lloyd in "Why Worry" will keep the audiences at the Pantages this week in a merry frame of mind, as Lloyd is the one screen comedian that can be absolutely depended upon to always have something new to offer his millions of followers. During the recent engagement at the Hippodrome, the theatre was packed at all performances, and so successful was the presentation that the management decided to give "Why Worry" another down-town showing, and besides the picture itself to give it with an excellent vaudeville bill of six acts headed by the famous Rigoletto Brothers, assisted by the Swanson Sisters in their spectacular novelty "Around the World," which, amid special settings is introduced magic, juggling, acrobatics, posing, singing, dancing and instrumental numbers. The Rigoletto Brothers just returned from Europe where they were a sensation, and are opening their tour of the circuit here, and these versatile entertainers who are a whole vaudeville show in themselves, promise many novelties and surprises in their present offerings. The supporting bill is exceptionally strong, and includes Howard and Lewis in a fast-moving program of eccentric comedy mingled with song and some very funny dialogue; Fridkin and Rhoda appear in a dance diversion, presenting a beautiful offering of terpsichorean novelties that are original and unique in their conception, with special settings and effects that enhance the beauty of their miniature production; Holliday and Willette are seen in a comedy jewel entitled "Detailed"; Unitah Masterman, the woodland songstress, will render popular and semi-classical numbers, and Kafke and Stanley appear in a very sensational mid-air performance that is the last word in thrills.

Big Dancing Act At Loew's Theatre

Hugh Emmet, the Ventriloquist, Will Be Another Big Feature.

A delightful dance classic will be one of this week's features on the vaudeville end of the program at Loew's Yonge Street Theatre. William Ladd and Elizabeth Morgan, late features of a Broadway musical comedy, assisted by the Glick Sisters, will bring a review of dances that range from the classic and ballet to the modern. The principals show much versatility, talent and training, and their assistants are ingenues, who dance with a world of ginger and are there with forms, looks and fouth.

Hugh Emmet, the ventriloquist, whose turn is always right up to the minute in talk and topics, will offer an original novelty with the assistance of Theresa Lind, a lyric soprano. Mr. Emmett shows his ability as a violinist when he accompanies Miss Lind in a series of high class song selections.

The Caledonian Four, from the land of heather and kilts, will offer a native song revue with a sprinkling of comedy. A bit of Scotch goes a long way, but their wonderful voices and their repertoire leaves one longing for more.

Maxson and Brown, eccentric character comedians, who, while they make no demands whatever on your intelligence, keep you in great spirits.

The Flying Henrys, who do the spectacular in the air, completing the bill, have been featured with several circuses, and will return to the big tents again in the Spring.

They Used to Laugh At This Sort of Humor

REDUCED to so much newspaper print for Sunday morning reading, the cross-fire patter of our so-called "sidewalk" comedians, past and present, is certainly flimsy enough stuff. But, given life by the personalities and methods of the comedians themselves, and spoken in a gay and festive music hall instead of being read over a routine breakfast table, it has been known to stir the merry chuckle and not infrequently the uproarious guffaw. Even with every allowance made, however, an inspection of what they used to laugh at in the old days is likely to be fairly disillusioning.

The comedy team, of course, is not entirely a thing of the past, although there seem to be fewer in existence today than there were not so long ago. Also, the present-day ones seem to be better, although this viewpoint is unquestionably traceable to a great familiarity with current styles of humor. The method of the comedy team remains more or less unvaried. The team is composed, in the first place, of a comedian and a "straight" man. The former asks a question, the latter answers or repeats it—and then comes the "biff." With which consummation the straight man is struck over the head with a folded newspaper, a stuffed club, a violin, a bladder, a slapstick or an axe.

Vaudeville Humor.

In tracking the sidewalk comedian to his lair let me begin with Bobby Clark and Paul McCullough—in other words, Clark and McCullough of the Music Box Revue. Clark and McCullough do not depend entirely upon cross-fire patter; they are expert also in other fields. But for the purposes of this inquiry, let us examine this cutting from their "routine":

Clark—Who are you?
McCullough—I am a sailor.
Clark—Ever married?
McCullough—Yes, nine times.
Clark—You are no sailor; you are a wholesaler.

But to weigh the cross-fire talk of the comedy team in the scales of literature would be an incongruous proceeding. It is the team's business to make the public laugh and not to acquire bouquets of encomiums from literary critics, bookmen, highbrows and the dilettante generally. This posture of circumstance, as the late William Winter would have said, does not apply to Harrigan and Hart. It is a difficult matter, however, to lift excerpts from the sketches in which they appeared for the reason that mere cross-fire conversation was not depended upon for laughter.

This One Survives.

Harry and John Kernell, thirty years or more ago, were a highly successful sidewalk conversation act. Here is some of their patter:

Harry—What sort of hair did Moses' dog have?
John (instead of asking "why?")—Dog's hair.
Harry (much irritated at this)—What sort of monkeys grow on grape vines? (And giving John no chance to reply, said in the same breath)—Grayapes. Why didn't you give that away?

All the old timers—that is, those whose memories go back thirty years or more—are of the opinion that the greatest sidewalk conversationalists of the past were Hawkins and Collins, otherwise Lew Hawkins and Ben Collins. Not only were they effective in their patter, but they could sing, dance and were highly efficient in the afterpiece of a minstrel show. None of their routine, so called, is available; but they had a catch phrase which, it appears, was immensely popular. Hawkins would tell Collins a story, or vice versa, and then one would say to the other: "That will kill Mahoney."

The cross-fire talk of the old team of Barry and Fay was of an unusually ingenuous variety. It will be recalled that Fay, after a hard night with the bottle, was annoyed by Barry's asking over and over again what he could do for him. Fay tried to drive him away and avoid a reply, but finally said in broad Irish dialect: "Oh, go out and buy me a copy of the Staats-Zeitung!"

Murray and Murphy were another famous team. Murray would say to Murphy: "Mr. Gilhooley, are you fond of fruit?"

Murphy: "I am that, Mr. Mulcahey. The last fruit I ate was a piece of cheese."

Then Gilhooley would crack a walnut on Mulcahey's head.

Swallowed a Goldfish.

It wasn't so much the patter of the famous Russell brothers—John and James—that made them so enormously popular, but rather the dancing and burlesque scenes indulged in by James. James would go up to a small aquarium, located on the side of the stage, lift it to his lips, take a drink, and then shriek: "My God, Maggie, I thought I swallowed a goldfish!" People have been known to go to a hospital for repairs after seeing Jimmie Russell swallow the goldfish! He also used to produce hysterics through yelling, unexpectedly: "My God, Maggie, the cow's in the hammock!" And then again: "Good heavens, Maggie, I thought I saw a dollar!"

Thirty odd years ago Sam Bernard and John Corrigan were doing a sidewalk act. This act usually ended in a fight. This hilarious mock trial began:

Corrigan, as an Irish cab driver—"You see this fist? I hit a man so hard with it that it sunk into him so deep that they had to get a derrick to pull it out."

Bernard, as an English tiger—"See my fist? I hit a man so hard with it that his whole family died."

Bert Williams and his partner, George Walker, managed somehow to supply themselves with unusually expert material. One of their best comedy scenes, and one which caused the most laughter, was "In Dahomey." In the first scene of the last act, Bert Williams was incarcerated for theft. Walker visited him in jail. After Walker had been conducted to Williams by the keeper, Walker began by upbraiding Williams for having committed a theft.

"And you see, now, after you done stole, what the penalty was. A man tole you when you got in dis country what they do wit' thieves. Didn't he done tole you when if anybody stole they cuts one of his arms off, and still you go out and steal. Now you are going to suffer; you are going to have your arm cut off. Ain't you going to look nice goin' back home to your mammy with one arm and one stump? What's she goin' to think of you? What you goin' to do with one arm and one stump? How can a man make a living with a stump? Come and tell me; tell me what good is a stump?"

Whereupon Williams replied, looking at Walker sheepishly:

"I'm going to put a hook on it."

Old Favorites.

Montgomery and Stone, during their early days as a team, were acrobats more than sidewalk conversationalists. One of the old-timers recalls Fred Stone's speech when he made his first appearance in a circus concert. Here it is:

"I just removed my ulsterteena aerenanistamo and put it in the subdenikistamo, where it would be safe at a distamo."

The Rogers brothers, Gus and Max, managed for many years with their cross-fire talk to delight the multitude. Again it was the manner, not the matter; yet they must have known the sort of thing that was wanted. Here is some of their routine:

Gus—"Come along, don't wear your clothes so far away from yourself."
Max—"Do I look like an admiral?"
Gus—"If I told you what you look like, you would be ashamed to believe me. Put on the helmet."
Max—"The hell with what?"
Gus—"The helmet, the hat."
Max—"The hell with the hat?"
Gus—"That shows me you know nothing about the army."
Max—Sure I do, the Navy's the place they make Navy beans.
Gus—No, the Navy is a lot of wooden warships, made out of iron that can swim.
Really!

Thirty years ago David Warfield and Lee Harrison were the comedian and the straight man of the various musical pieces. The best remembered of their conversations was the following:

Harrison—What is the matter with you!
Warfield—A dog just hollered at me, I don't know why, I didn't done him nothing.
Harrison—You shouldn't have been frightened. Don't you know that a barking dog never bites?
Warfield—You know, and I know, but the dog don't know it.

Smith and Campbell.

For twenty-five years—that is, from 1886 to 1911—a popular team in vaudeville was Smith and Campbell. Campbell the comedian, Smith the straight man. They gave what was commonly known as "a patter show." Their swift, rapid-fire talk proved highly diverting to vaudeville audiences in England and America.

Campbell—You are, without a doubt, the best night-owl I ever saw.
Smith—What became of you last night?
Campbell—You shouldn't have quit me so quick.
Smith—why not?
Campbell—After I left you I found a gold watch.
Smith—Gee whiz! that was good.
Campbell—No, that was bad.
Smith—Why?
Campbell—The man who owned it came along and I had to give it right back to him.
Smith—That was bad.
Campbell—No, that was good.
Smith—How's that?
Campbell—He gave me $10 for finding it.
Smith—That was good.
Campbell—No, that was bad.
Smith—Why?



JAY BRENNAN,
of the well-known team of Savoy and Brennan. He will be seen this week at Shea's Theatre with a new partner Stanley Rogers. Thus "Margie" is kept before the public.

Campbell—I blew in the ten.
Smith—That was bad.
Campbell—No, that was good.
Smith—Why so?
Smith—That was good.
Campbell—I got drunk on it.
Campbell—No, that was bad.
Smith—Why?
Campbell—I was arrested for disorderly conduct.
Smith—That was bad.
Campbell—No, that was good.
Smith—Why?
Campbell—My wife paid my fine.
Smith—That was good.
Campbell—No, that was bad.
Smith—How's that?
Campbell—I owe her ten dollars.
Smith—That is bad.
Campbell—No, that's good.
Smith—Why?
Campbell—I'll never pay her.
Smith—That's good.
Campbell—That's great.

More Favorites.

Ward and Vokes were a famous team in their time. They dressed as tramps and called each other Percy and Harold. Ward got laugh after laugh by asking his partner: "Have another glass of Pepper whisky, Harold?" Here is some of the cross-fire talk:

Ward—Where are you now?
Vokes—I am down in the stock yards.
Ward—What are you doing there?
Vokes—Weigher, down in the stock yards.
Ward—I know, but what are you doing there?
Vokes—Weigher.

And so on and so on over and over again till Ward would bang Vokes over the head with a stuffed club.

And then there were—and still are—Joe Weber and Lew Fields. Here follows some of their talk:

Weber (at ping-pong)—That makes me fifty love.
Fields—Fifty? There's no love after forty.
Weber—What is an octopus?
Fields—An octopus is a man who charges you $100 to tell you your eyes are no good.
Weber—No, no! An octopus is a piece of a year—Augustus, Septebus, Octopus.

Hardly profound, but still efficacious.

Recent Headliners.

Some of the octogenarian vaudeville performers assert that the "Said-Mr.-Gallagher-to-Mr.-Shean" song is not new; that it had its origin with Donnelly and Gerard, who, years ago, were immensely popular in a piece called "Natural Gas." An inspection of the song, or at least as much as could be remembered by the old boys, does not reveal that it bears any marked resemblance to the one in question. The song was called "The Summer Season," and was cross-fire talk in verse.

Gerard—
Pray, how did you pass out,
In the town of old Roundout?
Did the "biz" pick up or did it take a fall?"
And Donnelly would reply—
We had to pack our grip,
And give the town the slip,
For Paddy Rooney had the other hall.

The passing of Bert Savoy of Savoy and Brennan removes one of the great teams of modern times. For memory's sake here is some of the patter:—

Brennan—Is Margie married?
Savoy—No, she's a widow.
Brennan—Where did she bury her husband?
Savoy—She said his last wish was to be buried in San Francisco, but Margie buried him over in Brooklyn.
Brennan—But she should have carried out his wish.
Savoy—That's what his sister said: "If you don't, he's liable to come back and haunt you." I thought I'd die! Margie said: "We'll try him over in Brooklyn, and if he bothers me, I will send him to Frisco."

GALLAGHER AND SHEAN.

Gallagher and Shean went out beyond the three-mile limit last week to have pictures taken of them for their first film production, "Around the Town," which the Fox organization is making. Their trip past the bootlegging craft inspired the following:

Oh, Mr. Gallagher, oh, Mr. Gallagher,
When we near home you'll get a great surprise.
When our ship is drawing near, it will make you shed a tear
To see the lights of New York shining in the skies.

Oh, Mr. Shean, oh, Mr. Shean,
I made the trip, so I know just what you mean,
But there is one light shines so bright,
It's the prettiest sight at night.
Statue of Liberty, Mr. Gallagher?
No, the rum fleet, Mr. Shean.

THEIR FATHER'S SONS.

Julius Laemmle, son of Carl Laemmle, head of the Universal Film Corporation, is looked upon as a rising rival to Douglas Fairbanks, Jr., the first son of a famous screen father to aspire to film popularity and profit by a name he inherited.

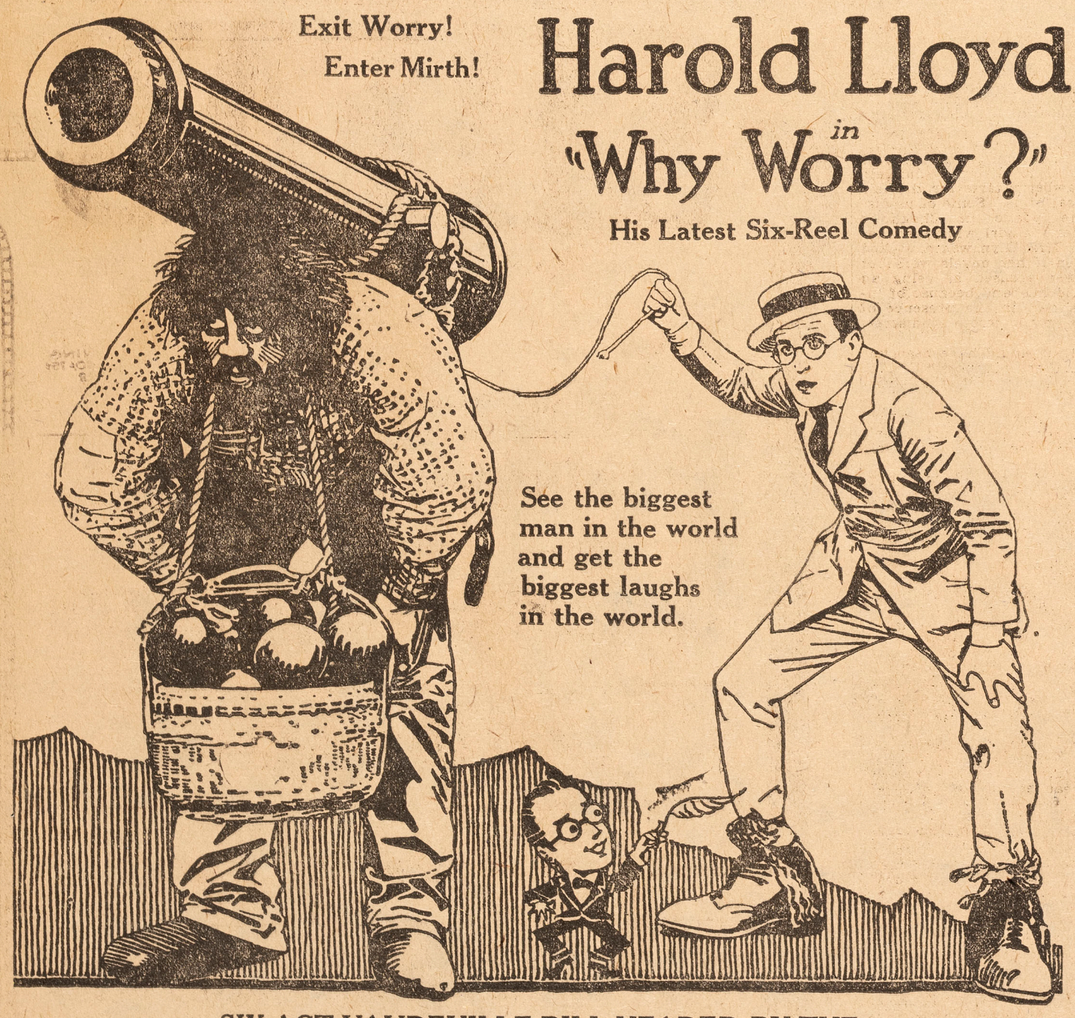
PANTAGES
NOW PLAYING

Greatest Show Value In Toronto

Exit Worry!
Enter Mirth!

Harold Lloyd
in
"Why Worry?"
His Latest Six-Reel Comedy

Greatest Show Value In Toronto



SIX ACT VAUDEVILLE BILL HEADED BY THE
RIGOLETTO BROS. ASSISTED BY THE SWANSON SISTERS
THE MOST VERSATILE ENTERTAINERS IN THE ENTIRE WORLD

STARTING NEXT SATURDAY OCT. 27th
RICHARD BARTHELMESS and DOROTHY GISH
IN THE ROMANTIC RED BOOK STORY BY JOSEPH HERGESHEIMER
"THE BRIGHT SHAWL"

EXTRAORDINARY ATTRACTION



Personal Appearance of
MRS. WALLACE REID

WEEK OF OCT. 29th

IN CONJUNCTION WITH

THE MOST TREMENDOUS PHOTODRAMA THE WORLD HAS EVER SEEN---THAT'S---

"HUMAN WRECKAGE"

"a most original dramatic hit"

NOTICE

MRS. WALLACE REID
(HERSELF)
WILL POSITIVELY APPEAR
(IN PERSON)
AT EVERY PERFORMANCE.

OTHER ATTRACTIONS OF
VAUDEVILLE

LOEW'S

WINTER GARDEN
Open
SATURDAY EVENING

The Moving Pictures

Announcements Regarding the Silent Dramas Now in the City

"The White Rose" at the Hippodrome

This Picture is Newest Production by D. W. Griffith.

Any time a picture bears the name of the director as D. W. Griffith, that picture at once brings to mind such masterpieces of the silver sheet as "The Birth of a Nation," the picture that marked a milestone in the advancing progress of the motion picture art, "Intolerance", "Hearts of the World" and others. This coming week a picture directed by Griffith himself, "The White Rose" comes to the Hippodrome as one of the outstanding feature presentations of the season. It is a picture that will bring also to the mind another masterpiece by this famous director seen last season, "Orphans of the Storm."

It is but necessary to look over the cast to gain some idea of what kind of a portrayal may be expected. Mae Marsh, who made such a hit in "The Birth of a Nation," after a long absence from the screen, returns with the most notable effort of her remarkable career. Ivor Novello, a handsome young English star, and son of the well known English writer, has won immediate recognition as the young preacher in this new story. Carol Dempster, so popular in several previous Griffith successes, essays the part of a girl of high Southern family and as only one of her distinguished refinement and intelligence might. Critical reviewers declare it the finest thing she has yet done. Neil Hamilton, a newcomer to the screen is now heralded as a "Griffith find" as a result of his characterization of the lowly grocery boy who makes a name for himself. Porter Strong and Lucille La Verne, without equals in the portrayal of delightful negro types, are happily cast as the dusky lovers and afford no end of merriment for the audiences.

Others in the cast of principals are Kate Bruce, Jane Thomas Charles Emmett Mack, Erville Alderson, Herbert Sutch, Joseph Burke and the real Southern darkies and other supernumeraries are a positive delight in their naturalness.

This brilliant aggregation portray a story that will not soon be forgotten. Joseph Beaugarde is the only son of a rich and prominent family. He is preparing for the ministry, thus fulfilling a dying wish of his mother, whose death came when he was just a youth. Born into aristocracy, raised and influenced after his mother's death by an aunt of puritanical mind he has set for himself the highest of ideals. Fate has given to him a handsome face, and a genius for influencing others.

When the story opens Joseph is in his last year at the theological seminary. He has had a "puppy-love" affair with Marie Carrington, the richest and most beautiful heiress in all the South. It has been practically accepted by all Joseph's friends that he will marry a girl of equal family rank; and understood by the Beaugarde and Carrington families that Joseph and Marie will wed.

On the day of his return from the seminary, Marie Carrington gives a fancy mask ball. Joseph is present, as also is John White, a grocer's clerk who has become infatuated with the dazzling Marie and who takes advantage of the masked ball to be near and look upon the girl he loves, and who has carelessly spurned his clumsy attempts at expressing his adoration.

At the same time, near New Orleans a long distance from the home of the hero, a little orphan girl obtains a position at a hotel. Joseph Beaugarde setting out into the world to study humanity before he takes up his work in the ministry, makes his way to this inn where many winter tourists are to be found and there meets the orphan girl, Bessie Williams, otherwise and more familiarly known as "Teazie!" The embryonic minister meets "Teazie" and immediately becomes infatuated. He has been warned against the girl, but feels himself drawn by a passion not to be denied, despite his struggle against his own heart, her friendliness ripens, the young student weakens, then realizes, and then flees his charmer's presence.

The world moves on its cycle of woe; the grocer's clerk, rebuffed again and again by the patrician girl who has won his heart, goes into the world to make good that he may win; the youthful student is ordained into the ministry and soon ranks high as of exceptional powers; to the little orphan girl who blossomed into the flapper "Teazie" comes a tiny babe, and like a blossom, she fades, is cast about hither and thither, shunned and neglected.

Despite his surroundings, his success in the pulpit, the brilliance of his future, the young minister cannot forget the girl he met and knew so briefly. Pressed by circumstances he is soon to wed Marie Carrington. Then one day there wanders into his parish "Teazie" with her infant in her arms, homeless, forlorn.

Then comes the choice—the girl of his own rank and social circle; the honors and glories of the pulpit to gain which he must forever yield his love, the only love of his life. Which shall he choose?

The story is told in the typical Griffith way—very vividly. It is furthermore told and taken in a land abounding in quaintly beautiful scenes. Motion picture patrons who recall the delightful countryside scenes in "The Birth of a Nation"; "Way Down East", and other D. W. Griffith masterpieces will be pleased to know that the great producer in his latest effort has a picture wherein the major portion of his dramatic denouement moves against beautiful backgrounds.



CAROL DEMPSTER
Who will be seen in D. W. Griffith's new picture, "The White Rose", at the Hippodrome this week.



HERE IS THE SHEIK OF SWEDEN.
Eosta Ekman is the idol of the screen in Sweden, where he has been admired in much the same manner that Valentino used to be admired over here. Ekman has decided to try his luck in the American films, and will shortly arrive in the United States. Ladies, beware!

THIS WEEK'S BILLS AT SUBURBAN HOUSES

AT THE ALHAMBRA.

The melodrama of the season, "The Green Goddess," with the distinguished actor of the silver sheet, George Arliss, will be the outstanding feature presentation at the Alhambra Theatre for the entire week beginning Monday. Seen opposite Mr. Arliss will be Alice Joyce, a star in her own rights, supported by an unusually brilliant cast. The play is by the noted English dramatist, William Archer.

AT THE OAKWOOD.

Gladys Jones Morgan, soloist, will be heard the entire week, while during the first three days, beginning Monday, "Merry Go Round," with the screen's greatest lover, Norman Kerry, and Mary Philbin, with one of the greatest casts yet seen this season, heads the program. There will also be a Pathe Review. The last half of the week, "Where the North Begins," will be the offering, and "Nip and Tuck" will furnish the fun.

AT THE PALACE.

"The Cheat," with beautiful Pola Negri, the Polish actress, will be the offering for the first half of the week starting Monday. "Nip and Tuck" will be the comedy. Tuesday night there will be vaudeville. For the latter half of the week, beginning Thursday, the feature will be "In the Shadows of Whitechapel." "Plus and Minus," and "Shooting the Earth," will provide the comedy, with a Pathe Review and vaudeville on Friday night.

AT THE YORK.

The first three days of the week, beginning Monday, the offering at the York Theatre will be "The Cheat," with charming Pola Negri. "Good Scout" will furnish the laughs, with Lloyd Hamilton. There will also be a Pathe Review. "Isle of Lost Ships" features the program the remainder of the week.

AT THE CAPITOL.

The distinguished actor of the screen and stage, George Arliss, will make his appearance in the melodrama by the noted English critic and dramatist, William Archer, "The Green Goddess," on Monday, Tuesday and Wednesday. "Felix Gets Revenge" will be the comedy. The rest of the week Mabel Normand will be seen in "Suzanna." "One Wild Day" will be the comedy.

AT THE DANFORTH.

"Lawful Larceny" with an all-star cast heads the bill the first half of the week commencing Monday. "Hold Everything" will furnish the fun. The remainder of the week, with Thursday, will appear the gripping drama, Zane Grey's, "To the Last Man." Lloyd Hamilton in "The Optimist," will provoke the mirth.

AT THE BEACH.

Mabel Normand, in "Suzanna," is the offering the first part of the week, including Monday, with "Fiddlin' Fool." the comedy with droll Charlie Murray. The latter half of the week the distinguished actor of the screen, John Gilbert, appears in "The Exiles." Lloyd Hamilton will provide the laughs in "Uneasy Feet."

AT THE BEAVER.

Fifty-seven stars in one picture—this is the record with which the great star picture of the year, "Hollywood," comes to the Beaver Theatre for three days beginning Monday. On the same bill Charlie Murray appears in "Fiddlin' Fool." The rest of the week, beginning Thursday, Jackie Coogan will be seen in "Circus Days." "Navy Blues" will be the comedy.

AT THE BLOOR.

"Red Lights," the mysterious melodrama that has set every one talking, heads the program at the Bloor the coming week for three days, starting Monday. "Back to the Woods" will provide the comedy. The latter half of the week, starting Thursday, Jack Holt will be seen in "A Gentleman of Leisure." "The Rainstorm" will provoke the laughs.

AT THE COLLEGE.

"Merry Go Round," the picture that has made Toronto talk as no other for some time past, is the headliner at the College Theatre for the first half of the week, beginning Monday. Norman Kerry and Mary Philbin assume the leading roles. "Hot Water" is the comedy. The latter half of the week Constance Talmadge will be seen in "Dulcy" and "This Way Out" will furnish the comedy.

AT THE PARKDALE.

Monday, Tuesday and Wednesday Pola Negri will appear in "The Cheat." The comedy will be furnished by "Three Strikes." During the remainder of the week "Merry Go Round," with the greatest lover of the silver sheet, Norman Kerry, and Mary Philbin, will head the program at the Parkdale. "Backfire" will furnish the fun.

AT THE ST. CLAIR.

"A Gentleman of Leisure," with popular Jack Holt, heads the bill at the St. Clair Theatre the first three days of the week, beginning Monday. "Nip and Tuck" provides the comedy. During the latter three days of the week the feature will be "Suzanna," starring Mabel Normand, and the comedy, "Kick Out."

ELINOR GLYN POSES IN THE LIME-LIGHT

REALLY good books in dull finish may bore one with a pleasurable tedium, but very bad books can be made to serve if the reader will but practice and if the book only be bad enough.

Take, for example, the novels of Elinor Glyn. Here are what I think perfect examples of vapidity and innocuousness, written down to the nth level. Mrs. Glyn's novels are so dull that there is a downright savage pleasure for me in reading them. Certainly they are at the pole opposite Conrad's dullness. Yet they have their merits.

The other afternoon the Goldwyn motion picture people gave a tea for Mrs. Glyn. In the spirit of Christopher Morley going down to the sea in quips to meet Mr. Conrad, so I went to meet Mrs. Glyn. She had bored me immensely; I went to pay homage. I found a secret resolution to write a glowing story. In short, I had resolved to be ironic.

The whole stage was set for boredom. With exquisite sense of values, the motion picture people gave the afternoon tea in the grill room of the Hotel Ambassador. The guests were seated at two long trestles Rotary-Club-dinner fashion. The atmosphere was perfect. Joseph Conrad, posed for a picture in the canvas superstructure of a Coney Island photographer's property ship, was a realism beside it.

The guests were mostly writers for cinema magazines. Mrs. Glyn, a mariner who has sailed as many seas as Mr. Conrad and now thin-skinned from beauty secrets, surveyed the scene with the air of one long at the mercy of publishers and cameras. She wore a black and white picture hat—a campaign hat—and from it a long white plume curled across eyes pencilled Howard Chandler Christy-wise. Altogether she presented an appearance most like a subtle caricature of a magazine cover girl. Mrs. Glyn usually informs one that she is a grandmother.

A girl from a film magazine was introduced:

"Oh, Mrs. Glyn," she curtseyed, "I have been living for days in anticipation of this moment!"

It was a fine situation. I realized with a thrill that I was being bored stiff. It was an immensely enjoyable moment for the girl, for the woman, and for me. There followed a desultory chit-chat wherein the art of the films was great food for thought, while liveried flunkeys served strawberry tarts for the less metaphysical of us. Some of us discussed the poetic in Chekhov's short stories. A girl whispered her doubt that Mrs. Glyn was a wicked woman even if her novels were hot stuff. I was accused of being an emancipated husband because of intrepidity shown in the presence of a woman who wrote indiscreet novels.

All in all, it would have been impossible further to impossibilize the talk. It would have filled an English novel.

Mrs. Glyn said to me: "The trouble with the world is that so few people have a genuine sense of humor."

I will never know whether she was referring to the enormous sale of "Three Weeks" or to the climax in "His Hour." I laughed to be on the safe side. Mrs. Glyn made another quip:

"Ten years from now I will be much younger than I am now."

The motion picture men were discussing Will H. Hays seriously. Two girls questioned the technique of an interview in a film magazine. I looked about for the Dormouse and the Mad Hatter. They had fled.

"Tell me," I said to Mrs. Glyn earnestly, "was the character of Paul in 'Three Weeks' drawn from life?"

"He was the most beloved of all the Czar's Guardsmen," she said. My face lighted at what I perceived to be a great last line for an operetta. "He was killed defending the honor of another man's wife."

If only Mr. Conrad's Marlow could have entered at this point to begin a story of a Russian Guardsman aboard ship in the horse latitudes!

—Lawrence Stallings in the New York World.

A QUICK RISE.

Laura La Plante has been cast by Fred Datig, Universal casting director, for the leading feminine role in "The Spice of Life." Reginald Denny's first starring vehicle under his new contract. Beatrice Burnham who was originally cast for the role supporting Denny, has been transferred to another company.

Miss La Plante began her screen career as an extra girl in comedies. She is a comedienne and like wise an emotional actress. She played the leading feminine role in several of Hoot Gibson's most recent pictures.

"The Spice of Life" is a screen version of the short story, "There He Goes," by Byron Morgan, author of many of Wallace Reid's successes. It is being produced under the direction of Harry A. Pollard, who guided the filming of the "Leather Pushers" series.

The Denny company is now on location at Montery, where most of the exterior shots for the picture will be made.

NOTABLE PLAYERS "FOUND" BY BRADY

WITH the remarkable success that has attended the stage efforts of Helen Gahagan, who is regarded as one of the most promising young actresses on the American stage, attention naturally is called to the luck that William A. Brady, Grace George and Jessie Bonstelle have had in recognizing young talent in the bud.

Mr. Brady points with pride to the part he had in the development of Grace George, who easily ranks with the finest of English-speaking actresses. Miss George is shortly to be seen in her new starring vehicle entitled "All Alone Susie," by Lea D. Freeman. She will open in Washington and after a season of touring in the South, intends a trip with the play to England, after which she hopes to return to the United States for a New York opening.

If Maud Adams were asked she might tell of the days out West some years ago when she and Bill Brady played in "Under the Gaslight," and how later she danced in Brady's first managerial venture, "She," at the magnificent salary of $6 per week.

David Warfield often smilingly tells the story of how he and Brady sold newspapers and matches on the sidewalks in San Francisco. Ada Lewis, Tom Wise, Robert Warwick, Phoebe Davis, Holbrook Blinn, Minnie Tittel Brown, Bobby Gaylor, Conway Tearle, Elsie Ferguson, Helen MacKellar, Robert Mantell, Arthur Aylesworth, Frank Craven and Ned Sparks could all tell that the helping hand of Brady boosted them up a bit.

Out in Cincinnati a few years ago, Grace George saw a clever young girl in musical comedy. She reported it to her husband and he sent for the girl and made a five years' contract with her. Her name was Madge Kennedy and she advanced a great deal during the term of that contract.

It is a strange thing that Philip Bartholmae's little farce "Over Night" served as the first chance for Margaret Lawrence, Madge Kennedy and Francine Larrimore, all of whom were given their opportunity by the manager of the playhouse.

Henry Hull made his first bid for fame in Brady's production of "The Man Who Came Back."

Some Press Agents.

John Cromwell, a producer on his own hook now, has been Brady's pupil for a good many years; Kilbourne Gordon, prominent producer; Bob Benchley, critic of Life and new star at the Music Box, both press-agented for the "wild bull of the Rialto"; Channing Pollock made his debut as a publicity creator and dramatist extraordinary under the wing of the aforesaid impressario. Pollock's first effort when he was getting $50 a week ahead of Grace George was to dramatize "The Pit" from a novel by Frank Norris for the use of Wilton Lackaye. The author of "The Fool" will admit that he got a bit of experience in doing that work.

Mr. Brady is the only manager that has succeeded in managing Louis Mann and Wilton Lackaye for five years without breaking any bones.

Grace George, scouting in a small theatre near New York, once saw an awkward lad, handsome in a way, and at her suggestion the energetic Brady signed him up. This young fellow received $40 a week for his first Broadway appearance. He is known the world over now. His name is Douglas Fairbanks. He was a Brady star for quite a long time before going into the movies. Doug did not prosper back of the footlights, although he always made good. The movies made him. He started a game of his own in front of the camera, and hence his wonderful vogue. It is odd that Fairbanks used to do all his acrobatic tricks to amuse his fellow-artists during long rehearsals, but no one ever thought of commercializing them. It is quite possible that he learned their value in a production made by Brady of Thompson Buchanan's "Cub" at the Comedy Theatre. Fairbanks also stood out in a street fight in the all-star production of "The Lights of London" at the Lyric Theatre.

Jessie Bonstelle persuaded Brady to send a young woman out of her Buffalo stock company on tour with one of the travelling companies of "The Man Who Came Back." Afterwards when "Little Women" was done in London under Miss Bonstelle's direction the same young girl made a great hit as "Jo," and only recently she scored a sensational hit in "Casanova" at the Empire, Katharine Cornell she is called, and Brady waxes enthusiastic at the mere mention of her name.

"ROB ROY" WILL BE AT MADISON THEATRE

Continuing its policy of presenting the best pictures obtainable, the Madison Theatre will show "Rob Roy" throughout the week of October 29. This picture played eleven months in Glasgow, ten months in Edinburgh and one year in London. Its Toronto presentation was hailed by thousands at Massey Hall.

Patrons of the Madison Theatre may well feel that that favorite suburban house is accomplishing its ambition to show the very best pictures when such features as "Rob Roy" are chosen.

For the week of November 12 Floor and Bathurst picture enthusiasts may look forward to seeing Betty Balfour in "Mord Emily."

Vaudeville will be presented as usual on Tuesday and Friday nights.

MUSIC THIS WEEK AT THE HIPPODROME

The program de luxe of John Arthur includes as the overture by the Hippodrome Symphony Orchestra, "Echoes From the Metropolitan," John Arthur and Lloyd Collins conducting; divertissement; "Ye Olde Tyme Hallowe'en Partie" with Nellye Gill, Florence Rogge, Leon Leonidoff, Thomas Dunn, Frederick Nicolai; Ernest Hunt at the Wurlitzer; a Hippodrome comedy creation and a Hippodrome news review.

MADISON *Theatre*
BLOOR AND BATHURST Sts
ALL WEEK—October 29th.
"ROB ROY"
One of the greatest melodramas ever presented in motion pictures. 11 months in Glasgow—10 months in Edinburgh—1 year in London—shown to thousands downtown in Toronto.
All Week at the Madison with interesting short subjects.

ROYAL ALEXANDRA COMING MON., NOV. 19 Mail Orders Now.
Dramatic—Literary—Musical and Social Event of the Season
Direct from Phenomenal Runs in N. Y.
THE THEATRE GUILD REPERTORY CO
WITH BASIL SYDNEY
PRESENTING
"THE DEVIL'S DISCIPLE"
By BERNARD SHAW
"HE WHO GETS SLAPPED"
By LEONID ANDREYEV
"PEER GYNT"
By HENRIK IBSEN.
PERSONAL DIRECTION MR. JOSEPH M. GAITES.

BEACH
Monday-Tuesday-Wednesday
MABEL NORMAND
in
"SUZANNA"
CHARLIE MURRAY
in "THE FIDDLIN' FOOL."
Thursday-Friday-Saturday.
JOHN GILBERT
Star of "St. Elmo" and "Monte Cristo" in
"THE EXILES."
LLOYD HAMILTON
in "UNEASY FEET."

BEAVER
Monday-Tuesday-Wednesday.
A Movie of the Movies
"HOLLYWOOD"
With 30 Real Stars and 50 Screen Celebrities.
CHARLEY MURRAY
in "THE FIDDLIN' FOOL."
Thursday-Friday-Saturday
JACKIE COOGAN
in "CIRCUS DAYS"
"NAVY BLUES."

BLOOR
Monday-Tuesday-Wednesday
The Season's Most Mystifying Melodrama
"RED LIGHTS"
With Alice Lake, Marie Prevost and Other Stars.
"BACK TO THE WOODS"
Thursday-Friday-Saturday.
JACK HOLT
in
"A GENTLEMAN OF LEISURE"
"THE RAIN STORM."

COLLEGE
Monday-Tuesday-Wednesday
One of the Greatest Love Stories Ever Screened,
"MERRY-GO-ROUND"
With Mary Philbin and Norman Kerry.
"HOT WATER."
Thursday-Friday-Saturday.
CONSTANCE TALMADGE
In Her Latest Comedy
"DULCY"
"THIS WAY OUT."

PARKDALE
Monday-Tuesday-Wednesday
Colorful, Beautiful.
POLA NEGRI
and Jack Holt in
"THE CHEAT"
"THREE STRIKES."
Thursday-Friday-Saturday
"MERRY-GO-ROUND"
With Norman Kerry and Mary Philbin.
"BACKFIRE"

ST. CLAIR
Monday-Tuesday-Wednesday
JACK HOLT
in
"A Gentleman of Leisure"
"NIP AND TUCK."
Thursday-Friday-Saturday.
MABEL NORMAND
in
"SUZANNA"
"KICK OUT."

PHOTOPLAYS AND STARS
AT YOUR FAVORITE THEATRE
WEEK OF OCT. 29

BLUE BELL, Parliament at Dundas East
Mon., Tues.—"BELL BOY NO. 13," Star cast. William Hutchison in "Speed." Wed. only — Wm. Farnum in "WITHOUT COMPROMISE." Thurs., Fri., Sat.—Doug'as MacLean - Madge Bellamy in "THE HOTTENTOT." Other attractions. Sat. matinee.

COLONIAL, Queen at Bay, opp. City Hall
Monday-Tuesday-Wednesday
"THE LAST MAN"
Star cast.
Thursday-Friday-Saturday
Pola Negri and Jack Holt in
"THE CHEAT."
Continuous. Advanced vaudeville Friday night.

MADISON, loor at Bathurst
EXTRA, ALL WEEK
"ROB ROY"
Vaudeville Tuesday and Friday nights. Saturday Matinee.

PARK Lansdowne and Bloor
Mon., Tues., Wed.—
"ENEMIES OF WOMEN."
Thursday-Friday-Saturday
"ST. ELMO."
Matinee Daily. Kiddies' Revue Tuesday night. Amateurs Friday night. Special Revue Sat. matinee.

REVUE, Runnymeade & Howard Park Ave.
Monday-Tuesday-Wednesday
"MAIN STREET"
Thursday-Friday-Saturday
Thomas Meighan in
"THE NE'ER DO WELL."
Other Revue Features. Sat. matinee.

RED MILL, 184 Yonge St., Opp. Eaton's
First Time in Toronto.
Monday-Tuesday-Wednesday
Charles Ray in
"THE DEUCE OF SPADES."
Thursday-Friday-Saturday.
"ITCHING PALMS."
Other Attraction. Continuous.

SHEA'S
The Home of Vaudeville
MATINEES 25¢ & 50¢
EVENING 25¢ 50¢ 75¢ $1.00
Beginning Monday Matinee, October 29.
JAY BRENNAN (of SAVOY & BRENNAN) & Stanley ROGERS
in the SCREAMING Satire "YOU MUST COME OVER"
GRETTE ARDINE
with JOHN TYRRELL & WM FINNAN
in "The FRENCH MODEL"
WADE BOOTH
THE YOUNG AMERICAN BARITONE
LOUISE BEST at the Piano
WALTER C. KELLY
"The VIRGINIAN" JUDGE.
SIX HASSANS
WHIRLWIND WIZARDS
BREKERS BEAR COMEDIANS
A BEAR OF AN ACT
SHEA'S NEWS REVIEW
Will CRESSY and Blanche DAYNE
Presenting Mr. Cressy's Latest "THE END OF A PERFECT TROUPE"
Week of Nov. 5. - LEAH "Maid O'Mist."

Masons to Build a Shrine to George Washington, Famous Grand Master

Priceless Relics of First U. S. President to be Housed in Magnificent $4,000,000 Memorial.

By HAMILTON M. WRIGHT.

ON Thursday, November 1st, 1923, at Alexandria, Va., the Masonic Orders of the United States will lay the cornerstone of a great Memorial building, dedicated to George Washington, the Man and the Mason.

The memorial, a superb, outstanding edifice, will be of permanent interest and value to every member of the Masonic Orders in the United States, and in the world. For it will house a priceless collection of relics of the first President of the United States. Its halls will abound with memories of the life of George Washington and with traditions of that epochal period when America, under his guidance, formed the charter of her independence.

The laying of the cornerstone will be a magnificent, imposing and significant event. Members of Blue Lodges from every state in the Union will attend by thousands. The ceremony will be in charge of Charles H. Callahan, Deputy Grand Master of Virginia, and he will be assisted, among others, by Chief Justice Taft, and former Vice-President Marshall. The trowel used by Washington in laying the cornerstone of the National Capitol at Washington will be used, and a replica of it will be employed by those assisting the Grand Master in the ceremony.

During Washington's boyhood, his mother, moulding the character of the future statesman, gave him for good conduct, a pen-knife, which is to-day contained among the priceless Masonic memorabilia of Washington. It includes Washington's recruiting of his first command, his career as a ...er, his induction into Wash...on-Alexandria Lodge, No. 39, ...hich he was a first or charter member, his administration as President, his later years, and, finally, his death. It was, indeed, but a few seconds after his death on the night of December 14th, 1799, that Dr. Elisha Cullen Dick, Washington's life-long friend, physician and Master of Alexandria-Washington Lodge No. 39 (to-day No. 22) cut the pendulum of the old clock that stood in Washington's bed chamber. Its hands still point to the minute and hour, 10.20 p.m., that marked the close of his life. This clock was subsequently presented to the lodge of which Washington had been a beloved and devoted member. It formed the nucleus of Alexandria Lodge's collection of mementoes of the great statesman which was to result in the imposing George Washington Masonic National Memorial edifice, whose cornerstone will be laid November 1st.

After Washington's death the numerous relics, many of which have been associated with his Masonic life, passed into possession of the lodge to which he belonged. Such was his Masonic apron worn by the General when Master, and at the laying of the cornerstone of the Capitol. It is heavily fringed and embroidered in gold, and of cream-colored satin, with the French and American flags intertwined. A beehive and fairies adorn the centre. The apron was presented to the lodge in 1812 by Lawrence Lewis, nephew of the General and husband of his adopted daughter, Nellie Custis.

DURING the laying of the cornerstone, President Washington delivered to the Grand Marshal pro-tem, a silver plate bearing the following inscription, which was laid upon and sealed with the cornerstone:—

"This south-east cornerstone of the Capitol of the United States of America, in the city of Washington, was laid on the 18th day of September, 1793, in the thirteenth year of American Independence, in the first year of the second term of the Presidency of George Washington, whose virtues in the civil administration of his country have been as conspicuous and beneficial as his military valor and prudence have been useful, in establishing her liberties, and in the year of Masonry 5793, by the President of the United States, in concert with the Grand Lodge of Maryland, several lodges under its jurisdiction, and Lodge No. 22 from Alexandria, Va., Thomas Johnson, David Steuart and Daniel Caroll, Commissioners; Joseph Clark, R.W.G.M., pro-tem. James Hoban and Stephen Hallate, Architects. Collin Williamson, Master Mason."

The Masonic apron, the old clock, a silver trowel and many other memorabilia were carefully treasured by the Lodge and constituted the beginning of the collection which helped to keep alive many intimate anecdotes of the life of the great administrator.

More than fourteen years ago the sentiment surrounding the presentation of these memorabilia and arising from the peculiarly intimate nature of the traditions of Washington in this region where he had passed so large a part of his youth were crystallized in the desire for a permanent memorial.

While the idea has now grown beyond the housing of the collection and the construction of the great Memorial Monument, still there will be incorporated in the George Washington Masonic National Memorial building at Alexandria an exact replica of the original room in which George Washington occupied the chair as Master. Public announcement of this room is to-day made for the first time. It will be located in the southeast corner of the new Memorial building on the ground floor. Even the wall paper used in the old Lodge Room where George Washington sat as Worshipful Master, being re-elected to the office on St. John's Day, December 27, 1788, will be faithfully reproduced, while those valuable relics of "the Father of His Country," which are associated with his career as Master, will have a permanent home in this room.

Across the Memorial Hall from the reproduction of Washington's old Lodge Room, will be a States Memorial Room, where every State in the Union, through its lodge, may have an exhibit, a tablet, or some display characteristic of the Masonry of the State and also of Washington.

THE movement was started by Alexandria-Washington Lodge. It was taken up by the Masonic fraternity of the country, and a national association, known as the George Washington Masonic National Memorial Association, came into being. Its first president was Thomas Shyrock, who had been Grand Master of Maryland for 32 years. He remained president of the Memorial Association until his death. The present president is Louis A. Watres, of Pennsylvania, and J. Claude Keiper, Washington, D.C., secretary and treasurer.

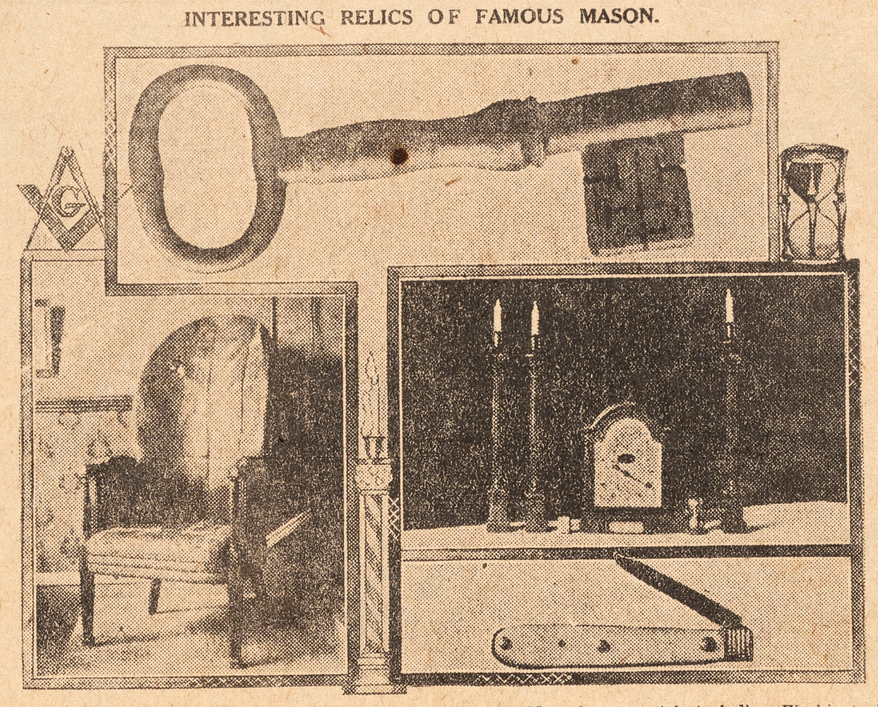
The George Washington Masonic National Memorial is primarily a memorial to George Washington, the Man and the Mason. Its form is inspired by the great towers built in the ancient days of Greece and Rome to mark the entrances to the harbors and from whose summits ever-burning flares that could be seen for miles at sea guided the mariner on his way.

The Memorial will be constructed of solid granite and will involve an outlay of $4,000,000.

The Memorial will be set upon the commanding Arlington Ridge, on the eminence known as Shooters' Hill, where the Masonic Orders have purchased 32 acres of land. Rising two hundred and sixty feet on the hill top, it will be in plain view of most parts of Washington, D.C. It will be passed by all who travel between the City of Washington and George Washington's old home at Mount Vernon. The edifice itself will be surrounded by a series of artistically planted landscapes. It will be reached by broad walks and stone steps ascending through seven successive terraces. From the topmost colonnaded tower of the Memorial, visitors will view over an expanse of many miles the region in which the immortal Washington passed a great part of his life. Indeed, Washington once owned the very land upon which the Memorial will stand. The National Cemetery at Arlington is also situated on the beautiful Arlington Ridge.

The dimensions of the edifice over all will be one hundred and eighty feet in width by two hundred and sixty feet in depth. These dimensions are exclusive of steps, terraces, and approaches which it will surmount, but which from afar will be seen as part of a stately and beautiful architectural scheme, adding appreciably to its apparent height. Its height to the summit of the covered observation platform crowning the tower will be two hundred and sixty feet.

INTERESTING RELICS OF FAMOUS MASON.



A few of the mementoes to be kept in the great Washington Masonic memorial, including Washington's key, chair in which he sat as Master, clock with hands still pointing to the hour and minute of his death, and knife given to him at the age of ten by his mother.

DOORWAY OF MEMORIAL.

Six great fluted column porticos of pure Greek Doric design grace the entrance of the building.

MUSIC

LOCAL MUSICAL NOTES

There can be no doubt about the success of the Twilight Concerts given by the new Symphony Orchestra. They are catching the public fancy, especially when such artists as Mr. Viggo Kihl, pianist, and Mr. Ferdinand Fillion, violinist, appear as soloists with the new organization. At the concerts at which these two artists played, the top gallery was practically sold out, and the remainder of Massey Hall comfortably filled. That is a good test of the way in which the lovers of music in Toronto feel about the band that has brought itself into existence. The excellent work of the orchestra is also helping its success. The people behind it must be feeling greatly encouraged. Mr. Claud Biggs, the latest addition to the ranks of the local pianists, will be the soloist for their third concert on November 6.

Miss Pearl Burford, a young local pianist whose talent was recognized before she went to New York to study about two years ago, has returned to the city, and recently re-introduced herself by giving a recital in the Conservatory of Music Hall. There was an appreciative audience, and Miss Burford scored a decided success. The program was a varied one, selected for the purpose of showing her versatility, including as wide a range of numbers as Schumann's "Scenes from Childhood," Brahms' Ballade in G minor, several brilliant Liszt compositions, climaxing in the 15th Hungarian Rhapsody, a Chopin Nocturne and John Alden Carpenter's "Tango Americaine."

The Women's Musical Club is looming large on the artistic horizon this season. Never before in their history have they introduced such notable artists in such quick succession as in the present year. They began three weeks ago with Elina Gerhardt, whose recital will remain one of the high spots of the season, and last Tuesday, the Elshuco Trio appeared under their auspices, and gave a magnificent concert. On November 13, the club will bring Ninon Romaine, to Toronto for the first time. This pianist is well known in Europe, where the critics say that "the mantle of Terresa Carreno has fallen on her shoulders." She is making her first tour of America this season, and it was enterprising of the Women's Musical Club to bring her to Toronto so soon.

Three other attractions announced by the Women's Musical Club are as follows:

Nov 30, "The Marionet Concert Company."

Jan 11, Dusolina Glaninni, Italian soprano.

Jan. 29, the New York String Quartette.

"Once in a while one heard a concert which leaves language so far behind as to make a formulation of a critical review seem absurd, and such a concert was given last night by the London String Quartet—the quartet comes close to its hearers, it seems to have achieved a composite personalits of its own. That it has done so without the slightest loss of unity is in some respects its most extraordinary triumph."

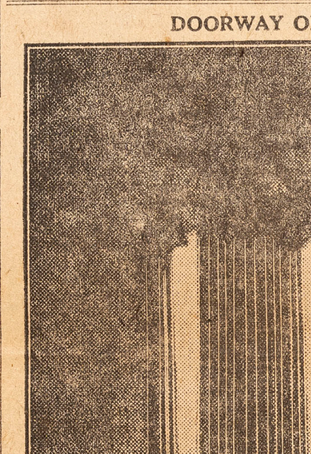
Thus the critic on the Minneapolis Daily News sums up his review of the organization which is to play in Massey Hall on Wednesday evening, October 31. The program is as follows:

1—Haydn Quartet in D, opus 64, No. 5.

2—H. Walford Davies' Miniature Suite for Quartet, "Peter Pan."

3—Beethoven Quartet in F. major, opus 59, No. 1.

This concert is under the auspices of the Toronto Chamber Music Society, and will undoubtedly appeal to a very large number of music lovers.



MME. SCHUMANN-HEINK
the famous contralto who will be heard in Toronto in recital next Friday evening.

The Hambourg Conservatory of Music is presenting Geza de Kresz, the famous violinist, in an invitation recital at Massey Hall on Tuesday, October 30th. He will be assisted by Norah Drewett, the brilliant English pianist. A most interesting program has been arranged for the occasion, which will be as follows: Kreutzer Sonata, Beethoven; Concerto D. Major, Tschaikowsky; Caprice No. 24, Paganini-Kreisler; Hungarian Dances, Brahms-Joachim; Rhapsodia Piemontese Sinigalia, (first performance in Toronto). Judging from the numerous requests for tickets, great interest is being displayed by the musical public in this important event.

Mrs. Leslie H. Clarke, of the Canadian Academy of Music Faculty, will be heard in an invitation recital on Tuesday evening, November 6th Mrs. Clarke, who was lady professor at the Metropolitan Academy of Music, London, England, is a violinist of rare accomplishments and her appearance in public is being eagerly looked forward to.

Jean Chown, a pupil of Jenny Taggart, of the Canadian Academy of Music, is at present on a concert tour in some of the Western cities. Her itinerary including Winnipeg, Fort Frances, Brandon, Regina, etc.

Eileen Law, another pupil of Miss Taggart's has just completed a tour of Bradford, Owen Sound and the adjoining towns and has everywhere met with a most gratifying reception.

In their Sonata Recital on Saturday evening, November 3rd, in the Toronto Conservatory Music Hall, Ferdinand Fillion and Viggo Kihl will be heard in the following program; Brahms, Sonata in G. major, Op. 78; Beethoven, Sonata in C minor, Op. 30, No. 2; Mr. Fillion will play the Vitali Chaconne, and Mr. Kihl the Scarlatti Sonata in A major, and the Schumann Nachtstuck in F major, and Toccata, No. 7.

A series of lectures on piano pedagogy will be given by Mr. C. D. Atkinson, at the Toronto Conservatory of Music, beginning on Monday morning next at 10.30, and continuing thereafter on Monday mornings at the same hour.

Miss Pearl Newton, an artist-graduate of the Owen A. Smily Studio, will render, at her annual recital in Massey Hall, November 8th, a number of humorous monologues that have been specially written or adapted to suit her personality. Miss Newton has on many occasions addressed audiences running into the thousands and has several times appeared in Massey Hall so that this large auditorium will prove no deterrent as far as hearing is concerned. Arthur Blight and Boris Hambourg will assist her, with Miss Avey Clarke and Miss Madge Williamson, at the piano.

Madame Schumann-Heink, the world's most famous contralto, will be heard here next Friday. She was born in Bohemia, of a Bohemian (Czecho-Slovak) father and an Italian mother, but has generally been supposed to be Teutonic on account of her name acquired by marriage. She has been married three times.

At the age of ten, little Ernestine was sent to the Convent of the Ursuline Nuns in Prague, where she sang in the choir, but entirely by ear. Her father was afterwards transferred to Graz, where a teacher named Marietta von Le Clair, who had recognized the signs which told of a voice worth cultivating, kindly offered to give the budding genius her best efforts without pay. The girl's voice at that time was a deep contralto with no high notes. The teacher kept her on nothing but exercises for the two years before she gave her songs by Mendelssohn, Shubert and other composers. Her rise to fame was made in the Opera Houses of Vienna and Berlin but the full glory of her career blossomed in North America where she has devoted a greater part of her life to the delight of music lovers in the United States. Her first appearance in America was with the Metropolitan Opera Company in 1898 in which she was immediately placed in the highest ranks by the press and public—a position which she has maintained ever since in opera and concert.

This will not be Madame Schumann-Heink's farewell tour by any means. She has been blest with a strong Bohemian-Italian constitution and intends to keep on singing as long as her voice retains its wonderful virility.

It was in 1899 that Mr. I. E. Suckling first brought Mme. Schumann-Heink to Toronto.

Hilda Alcock, A.T.C.M., violinist of the Hambourg Conservatory of Music has just returned from a successful concert in Markdale. The audience was delighted, and she has been requested to play a return engagement. Miss Alcock is a pupil of Miss Rachell Copeland.

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ARTISTS FOUND IN BOSTON ORCHESTRA

A symphony orchestra has been rightly described as the most minutely perfect of human organizations. This is indeed a matter of necessity, for symphony music, with its complexities of construction, and endless subtleties of shading, exacts the utmost talent from the performers. In difficult passages of darting swiftness one hundred musicians must play in absolute unanimity—a false note from a single man would be disastrous. They must all be accomplished virtuosos and thorough artists. They must be as instantaneously responsive as a flicker of light to the slightest movement of the conductor's baton.

A symphony orchestra strives for two qualities in particular—a beautiful shimmering tone from each choir (whether the violins, or 'cellos, or violas, or horns, or another), and a balance of intensity between the choirs playing at once which will make all audible, while the melody stands out with the exact degree of intensity desired by the conductor. Thus subtleties of the ensemble are acquired only by many seasons of joint practice by the musicians.

The members of the Boston Symphony Orchestra, all splendid virtuosos, have been enabled through long association under the skilled guidance of the world's greatest conductors to attain this proficiency to a remarkable degree. The leaders of the various sections are in each case foremost masters of their instruments, and scarcely to be matched elsewhere. These leaders are in most cases members of long standing.

In fact, the only new-comer among them this season is George Fourel, who crossed the ocean last summer to become the first viola. He left behind him in Europe an enviable reputation which he has amply confirmed in his present post. The only new-comer last year was Richard Burgin, the concert master. A native of Poland, he had led the more important orchestras of Russia, Poland and Scandinavia in this capacity, and also impressed the public of that part of the world by his tours as individual artist in concerts of his own. He has likewise given concerts in America with signal success.

The other leaders of the string section are Jean Bedetti, the first 'cellist, who likewise came from Europe directly to this post and who is undoubtedly one of the very finest in America; Ferdinand Thillois, the leader of the second violin section, and Max Kunze, leader of the double basses—both artists of unusual distinction; and Alfred Holy, the first harp, who is considered one of the most splendid harpists living.

The wood wind choir is probably finer than that of any other orchestra in the world. The most famous member is the first oboist, Georges Longy, who is named again and again as the greatest living player of this exquisite reed instrument. Georges Laurent holds an equally enviable place among flautists; while, Albert Sand, the first clarinet, and Abdon Laus, the birst bassoon, are treasures in the orchestra which could scarcely be replaced. Of the two English horns, Frederick Mueller and Louis Speyer, it would be difficult to say which is the finer artist.

The brass section also contains an impressive group of celebrities. George Wendler as first French horn, can elicit a mellow tone from his beautiful instrument which is the envy of all his confreres, while Georges Mager is a first trumpet of amazing brilliance, and Carl Hampe, whose term of service as first trombone is the longest among these virtuosos, is the legitimate pride of the orchestra.

The Boston Symphony Orchestra will be in Massey Hall, Wednesday, November 7.

MUSIC ELSEWHERE.

The London Symphony Orchestra will not pin its faith to one conductor during its new series of subscription concerts. Albert Coates, who conducts the first two programs, will be followed by Weingartner and Koussovitsky. Eugene Goossens will take charge of the first January performance, and in February Wilhelm Furtwangler, the successor of Nikisch, will appear.

A new life of Handel by Newman Flower has been published in England, primarily a study of the man, in which some new biographical information is given, though none of it seems to be of revolutionary importance. Thus, the author establishes that Handel was born in the house adjoining that in Halle which has received the honor of being his birthplace. The libretto of "The Messiah" was compiled, not by Jennens, to whom it has been traditionally ascribed, but by one Pooley, who was Jennen's literary retainer; and there is something new about the legendary origin of the "Water Music," disposing of the well-known story of its mollifying effect on Handel's patron, the Elector of Hanover, after he had become George I. of England. There is also an interesting letter from the Elector Palatine to the Elector George of Hanover, accepting responsibility for Handel's delay in returning from his first visit to England.

Richard Strauss' new work, "Intermezzo," is said to be based on incidents of his own life, and the principal personage in it to be his wife. He has already celebrated them both at least twice in his music.

Wilhelm Kienzle, whose opera of "Der Evangelmann" has ripened sufficiently in its twenty-eight years to be eligible for production in New York, is about to produce a new opera, "Hassan the Dreamer," at the Volksoper, in Vienna.

Victor Capoul, the veteran French tenor, now 84 years old, but "eternally young," according to the Petit Parisien, has spent the Summer season at Luchon, in the Pyrenees. "He who for long was a ruler of fashion still has a great interest in what is 'chic.' He knows what men's fashions are, and still feels a lively satisfaction in receiving a lot of handsome cravats, and likes to show them to his visitors. After an extravagant life, in which he has spent all the millions made in his brilliant career, he now relates philosophically how he lives in a little village in Gascony, regretting nothing and never setting foot in Paris, even avoiding going to Toulouse. His voice remains fresh, but he sings now only for himself."

Ossip Gabrilowitsch, according to an account in the Frankfurter Zeitung, was invited by the French society, La Bienvenue Francaise, to one of its performances. He wrote to thank the society, speaking of the interest of its program, and finding especially interesting the fact that La Bienvenue Francaise styles itself a society for the advancement of intellectual and spiritual exchange between the nations.

"This," he says, "in truth is an excellent object, upon which I congratulate you. Only it appears to me that this object is not reconcilable with the policy which France for seven months has been following in the Ruhr district. The responsibility for this policy rests very nearly upon those whose names I see at the head of your committee, namely, Poincare, Millerand, etc. It is the politics of these gentlemen which at the present time forms the greatest obstacle of empty places in the hall. His power as an interpreter of great things was found to be undiminished.

Paris musical circles have been interested in the report that Mme. Emma Eames and her husband, Emilio de Gogorza, will make their permanent home in the French capital. The two artists are urged to establish a conservatory for young singers there. Mr. de Gogorza was recently said to be arranging to close their former home at Bath, Me.

From Brussels comes the news of Yvette Guilbert's "self-supporting" school, for which a site is declared to have been donated by the Belgian city. It is the former actress and singer's plan to have students earn their own way to the stage and to make the costly costumes, for which artists now must often pay 100,000 francs in a season.

Among the new compositions proposed for performance by the Conservatoire Orchestra, under Philippe Gaubert, are Theodore Dubois' Third Symphony, a work by Andre Caplet for violoncello, and fragments of Max d'Ione's "Le Retour," which has been heard at the Opera. Debussy's "Martyre de Saint Sebastien," will also be given for the first time by that conservative organization.

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THE THEATRE GUILD REPERTORY COMPANY

An event of unusual importance is the coming of the Theatre Guild Repertory Company to Toronto in the near future, and, from all indications, this famous organization on its first tour of this country will be received with open arms by all lovers of the best in the drama.

When the Theatre Guild decided to send this repertory company on tour, it was distinctly understood that commercialism was to remain in the background. The first thing to be done was not to raise the prices, and, second, was to use every means to stop the speculators and to give everybody a square deal. The expense attached to this venture is very great, as it is necessary to carry fifty actors and actresses, and it is stated that not a super is used in any of the three productions. This is welcome news, and the tour will be watched by all interested in the theatre. No sensational advertising is to be indulged in; however, there is much personal work going on throughout the tour among the universities, colleges, schools and clubs, and it is expected that the Guild will point the way to other producers of selling their productions absolutely on their merits. Every indication points to success for this organization, and if they keep faith with their public there will be no doubt of the outcome. They have firmly established themselves in New York, and an annual visit will always be welcomed.

Shaw himself tries to explain the magic of "The Devil's Disciple" by the illusion and hypnotic suggestion he claims to have thrown around his works and his person.

The fact is that "The Devil's Disciple" was written during the most virile period of the Irish dramatist's career. In it the veracity and variety of his characterizations, the crisp incisiveness of his dialogue, the brilliancy and stimulation of his thought are thrown into bold relief against that picturesque time in American history. The most ardent romanticist could not conceive a more charming story than this of "Dick Dudgeon," black sheep of a puritanical family, whose young spirit chaffed against a Christianity which made of his home a house of tears, for the religion of the Dudgeons was pharisaical, of the letter and not the spirit; unyielding and unlovely. Dick, self-elected "devil's disciple," became an outcast until the death of his father, and a legacy of the family homestead made the prodigal an entity in the little community. "The Devil's Disciple" is a mental stimulant. It is Shaw in his most delightful mood.

"He Who Gets Slapped," the second bill, is a story of circus life. Into the rehearsal dressing-room of a circus, in a large city in France, comes a strange character, one who is evidently a gentleman from the great world which the circus people call, with apprehension, "out there."

He says he wants to be a clown; he can do nothing, but proposes to be the "one who gets slapped"; that is, he will strut about in pompous postures, and, bang! suddenly one of the other clowns will slap him. Evidently he is to be the summing up of all the hypocritical greatness—and yet slapped.

"Peer Gynt" is anxiously awaited. The story is exceedingly Norwegian. On the bare face of it, it is a beautiful epic, fairy tale of the vigorous dreamer, Peer Gynt, telling of his fast youth and wanderings. But underneath it all runs a mystic and satiric meaning which Ibsen has done his best to conceal.

These productions will be presented in the same manner as given in New York. Among the players of fifty of the Theatre Guild are: Mr. Basil Sydney, Mr. C. H. Croker-King, Hermann Lieb, Arthur Hughes, Stanley Wood, Zita Johann and Florence Auer.

BEAUTY CONTEST PLANS OUTLINED

The International Beauty Contest which is to be held at the Royal Coliseum December 7-8, has created a far greater interest than anticipated throughout Canada and the U. S. Being an event of an International character open to all girls who wish to enter, and a contest on a much larger scale than has ever been staged in Canada. Therefore it should be a huge success.

In addition to the opportunity for girls in Canada to compete for honors as the prettiest girls from there home towns there will be prizes of one thousand dollars in value given the wniners of the various classes of the contest.

The first class will consist of Toronto girls from which ten of the most beautiful girls competing from Toronto will be judged as winners, each girl receiving a prize and the most beautiful girl of the ten winners will become Miss Toronto.

The ten winners of this class will compete with the girls from other towns and cities in Ontario for Miss Ontario. Several prizes will be given to the winners of this class. Miss Ontario will compete with all girls from the other Provinces in Canada for Miss Canada. The girl finally chosen as the most beautiful girl in Canada will compete with girls from the United States for honors as the International Beauty Champion.

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Getting Large Audiences For the Right Concerts

HOW to get people to the right concerts is a problem over which certain musical people of our city become greatly exercised. "I sometimes doubt whether this city knows as much about music as it is supposed to do," said a man the other day. "Every year several great artists come to Toronto for the first time and perform to empty seats, while passe artists with great names are greeted by capacity houses. That should not be the case in a truly musical centre."

The facts on which the criticism is based are unfortunately true. One of the most beautiful recitals that Toronto has heard in years was that given by Sophie Braslau. Not only does she possess a voice of unusual beauty, but she is also an interpreter of more than usual artistry. She showed her intelligence in the delightful quality of her program, an almost perfect arrangement and selection of songs. Everybody who heard that song recital will remember it for a long time, but only a comparatively small number did so. Rosing, who is a fairly interesting tenor edition of Chaliapin, encountered the same neglect. The greatest song interpreter of the day, Elena Gerhardt, came to Toronto one afternoon. Every person who desires to know how to sing should have been there, but she had to thank the organization of the Women's Musical Club that she had an audience at all. Few outsiders attended the recital. These three instances seem to prove that Toronto is not abreast of the musical times, and can entertain artists whose greatness has been recognized by the leading critics of the world, without knowing the importance of their guests.

Valuable Names.

On the other hand, singers who have reached the sunset of their careers, perhaps even the twilight that follows the sunset, can be certain of packed houses. There was something just a bit pathetic about the concerts given by Dame Melba and Dame Clara Butt. You seemed to be listening to faint echoes of glorious pasts. Dame Melba was once brilliant, though cold, but now she is cold, but no longer brilliant. She stretched out her hands, as it were, to her audience by singing popular ditties, pretty little ballads and familiar old-time songs. Something of sentiment surrounded her, and the people who attended the concert—most of them were not musicians—had a lovely time. The same was true of Dame Butt's concert. In her prime, Clara Butt had a voice unlike any other contralto ever given to a woman. When she sang bravuro numbers, she was stupendous. She thrilled her hearers by her sheer power, and by the manner in which she went thundering over obstacles. Some years before the war, we heard her sing in Massey Hall, and her rendering of "Abide With Me" was a stirring performance. You were blase indeed if it failed to excite you. When she had finished, one old lady sitting behind us informed her friend, as both of them wiped the tears from their eyes, "I have never enjoyed anything so much in all my life." It is not surprising that people still go to hear Dame Butt, even though she sings no longer as the Statue of Liberty would probably sing if the big Jane with the torch had been given a voice.

It is because of the place that they occupy in so many people's memories and hearts that Dame Butt and Dame Melba still draw large audiences. It is not as artists appealing to the musical public that they come to us now, and that is the point to be borne in mind. The audience even enjoys their assisting artists, because their whole spirit is to be friendly. On the occasion of Dame Melba's recent visit, she had with her a royal baritone, Prince Alexis Obolensky. He was a fine figure of a man, and you could almost imagine him, dressed in military uniform, singing to his fellow officers. Under those circumstances, he would be a great hit. As for Mr. Kennerley Rumford, he has always been and still is like the nice, big friendly baritones who used to get up, after a great deal of coaxing, and sing English ballads in the drawing-room. The one really notable artist in the two concert parties was the English 'cellist, W. H. Squire. But sentiment cast its glamor round them all.

Another Point.

But one must not make the mistake of thinking that because some passe artists remain popular, all popular artists must be passe. The biggest audience of the year heard Feodor Chaliapin, who is undoubtedly one of the greatest recital artists of the present generation. De Pachmann, who, in spite of his comic monologues, is a fine pianist, was also heard by a large crowd of people. Paderewski, Hoffmann and Kreisler, supreme artists all, will be heard by tremendous gatherings when they come to Toronto.

Some one will say at this point that Torontonians go after names. Perhaps they do, and to a certain extent you cannot blame them. The average person has only so much to spend on concerts, and wants to get full value for the money. Accordingly, he prefers to spend it on artists whose greatness has been established by the approval of the critics extending over a number of years. There are a certain number of people who follow the musical activities of the outside world, and they know a good deal about the various artists before they reach here. But there are many people who like good music and who can display discrimination at a concert, but who are not well informed about the merits and defects of new stars on the horizon. They play safe in the concert-going, and they are not always disappointed. People who went to hear Emma Calve last season on account of her name, had the pleasure of hearing a beautiful recital by a great artist.

Let us illustrate the predicament of the average recital patron in the presence of a new comer. Take Rosa Raisa and Sophie Braslau, for example. So far as the press notices and advertisements were concerned, there was nothing to indicate which of them would be better worth hearing. People who have time to read all the leading critics of other cities may have been able to figure out in advance the relative merits of the two women, by summing up the various verdicts. One turned out to be a good investment, and the other did not. Both of them drew about the same sized audience on the occasion of their first local appearance, but Sophie Braslau is the one whose return will be the more successful. The people who heard her are telling their friends. We have first hand knowledge of the beauties of her art.

One must not be hasty in pronouncing judgment on musical Toronto, because they do not always turn out as well as they should for new comers. Let us remember that musical Toronto has a lot of ground to cover. There are plenty of people who are not musical, and they only turn out to the things that "it is the proper thing to hear." They make the large audiences for certain artists, and of course there are the others, like the two already discussed, whose drawing powers are largely sentimental. All the other recitals and concerts have to be upheld by the men and women who are really interested in music. They cannot afford them all, and they apparently say of a certain number of new comers, "We are going to wait to see how Toronto likes them." You cannot censure them for being properly cautious. We are only justified in becoming a little cynical about "musical Toronto," when a pianist like Friedmann comes here a second time and fails to draw a crowd. That is much more difficult to explain.

A NEW BACH SOCIETY.

The New Bach Society observed the two hundredth anniversary of the appointment of J. S. Bach as cantor of the Church of St. Thomas in Leipsic with a three days' Bach festival in that city. There were two church performances, in which were heard the mass in B minor, the cantatas "Liebster Gott, wann werd' ich sterben" and "Christ unser Herr zum Jordan kam," two works of "extraordinary intensity of expression and tonal completeness"; also the newly discovered wedding cantata, "Vergnugte Pleissenstadt," with the orchestral accompaniment devised by Georg Schumann. This was found to be full of Bach's joy in making music and his most blooming melody. A new "Bach Klavier" by a Munich instrument maker was used, having the tone of the old harpsichord, with the modern piano's possibilities of shading, though in combination with other instruments the tone is as thin as the harpsichord's. Many well-known orchestral and chamber works were also performed. The choir of the St. Thomas Church gave one of their famous motet performances, and there was a religious service in the church in accordance with the liturgy of Bach's time, rich in music.

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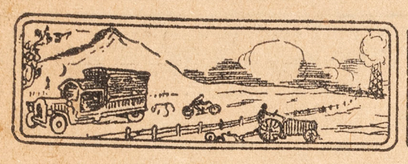

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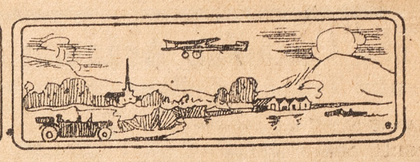


Edited by Warren B. Hastings
Member Society of Automotive Engineers.

Motor License Fees to More Than Meet Province's Road Improvement Costs

Increment in Revenue Derived From Motor Vehicle Taxation By Ontario a Half a Million a Year Due To Annual Increase in Motor Vehicles—License Fees, Now Five Million a Year, Will Amount To a Quarter Billion Dollars in a Score of Years or Considerably in Excess of the Cost of All Highway Improvement and Maintenance Work Under Way and Planned by Ontario—Province Only a Third As Well Motorized As California Per Capita.

Hon. Geo. S. Henry, Minister of Public Highways, in the course of a recent address, facetiously made some mention of an advance in the motor vehicle taxation rate. Possible due to the lack of a sense of humor on the part of a reporter "covering" the meeting, a despatch appeared in many papers of the province featuring as a serious prophecy the "kidding" verbal gesture of the minister. As a result many motorists of Ontario were perturbed, and not a few urged the Ontario Motor League to protest. Evidently Hon. Mr. Henry is an excellent barometer, for he, seemingly, sensed the incipient storm, for he calmed it by declaring, shortly after the report appeared, that his statement was not made and should not be taken seriously.

That there is no need to increase the provincial motor vehicle tax is made manifest by a statement issued by an official of the Ontario Motor League, which points out that the natural increment in revenue derived from motor vehicle taxation in Ontario, due to the annual increase in motor vehicle registration, will more than meet the increasing cost of highway improvement, and that during the next score of years the motorists of the province will contribute to the province in motor vehicle taxes a quarter billion dollars, or a sum far more than the province is planning and plans to spend on highway work of all kinds, including maintenance.

The provincial expenditure on roads of all classes (exclusive of Federal aid) during the four-year period covered by the fiscal years 1916-1919, inclusive, was $3,500,000 as compared with $40,000,000 during the subsequent four fiscal years, 1920-1923. During these two periods the provincial revenue from motor vehicle licensing was, respectively, $4,364,979 and $12,812,500, as pointed out in the statement of the official of the Motor League alluded to, which follows:—

The revenue from motor vehicle license fees in 1923 is estimated at $4,400,000 by the Minister of Public Highways. This figure represents an increase of approximately one million dollars over the revenue from the same source during the preceding year, which was $3,477,430.13. It should be noted that the growth of revenue from motor vehicles is due chiefly to a normal increase in the number of cars; and in a moderate degree only, to an increase in the amount of the license fee, which was raised for the year 1923 by $1.00 per car. In 1922 there were 234,197 motor vehicles registered and in 1923 there will be a total registration, according to estimate, of 260,000. Without any increase in fees it is evident that next year the province will be in receipt of a revenue of at least $5,000,000 from motor vehicle fees.

The Province of Ontario with one motor vehicle to every 12 persons, is shown to be still far from the saturation point when compared with the State of California with 3.8 persons per motor vehicle, the State of Iowa with 4.8 persons per motor vehicle, Nebraska 5.1, South Dakota 5.1, Kansas 5.4, Colorado 5.8, Oregon 5.8, Indiana 6.2, Minnesota 6.3, Michigan 6.3, Wyoming 6.3, Nevada 6.4, Washington 6.5, North Dakota 6.5, Ohio, 6.8, and Wisconsin 6.9. To be on a par with most of these States Ontario should show a total registration of 500,000 motor vehicles, which would mean an annual revenue of $10,000,000 from license fees. There are in fact 37 of the 49 States of the United States which have a greater percentage of cars in proportion to population than the Province of Ontario.

With wealth and population increasing from year to year it appears probable that the number of cars in use in this province will continue to increase indefinitely, and so will the Government's revenue from motor vehicle license fees, which is the basis of the Highway Improvement Fund of the Province.

Beginning with $5,000,000 next year and increasing at the rate of half a million per year the revenue from motor licenses for the next ten years may be conservatively estimated at $72,500,000, and for the following ten years at $122,500,000, or a total for twenty years of $195,000,000. It would not be surprising if the total were to reach $250,000,000.

As against these statements and estimates of revenue it has been estimated that the cost of the permanent work, such as grading, bridges, culverts, etc., on the 1,800 miles of Provincial Highways will be $25,000,000, to be met by setting apart the sum of $2,000,000 per year for 20 years, which will provide a fund of $25,000,000 returnable in 20 years with interest and sinking fund charges.

The cost of non-permanent work—paving or surfacing—is estimated at another $30,000,000—or a total of $55,000,000 for the completed system of Provincial Highways.

The Department of Public Highways has estimated that this will provide:

Pavements, 420 miles at $45,000 per mile	$18,900,000
Broken stone, 512 miles at $30,000 per mile	15,360,000
Gravel roads, 880 miles at $13,000 per mile	11,440,000
Bridges and miscellaneous	9,300,000
Total	$55,000,000

This expenditure to be financed as follows:

Subsidy from Dominion Government	$ 5,800,000
Cities, 20 per cent. on suburban roads	4,000,000
Counties, 20 per cent.	10,200,000
Province	35,000,000
Total	$55,000,000

Maintenance costs vary chiefly with class of surface, and the amount of traffic over them. Considering conditions on provincial highways, which are the most heavily traveled roads in the province, annual repair and upkeep expenditure may be expected to approximate $500 to $1,200 per mile for gravel and macadam roads; $300 to $500 per mile for bituminous macadam, and $200 to $300 for asphaltic and cement concrete roads. If the average cost of maintenance for the entire provincial highways system of 1,800 miles were placed at $800 per mile, the annual bill for maintenance would amount to $1,440,000, or in round figures $1,500,000 a year.

To sum up: the province's expenditure of $35,000,000 on construction can be met by setting aside $2,800,000 a year for 20 years; to this add $1,500,000 for yearly maintenance out of current revenue, and the total annual cost is $4,300,000. In 20 years this represents an expenditure of $86,000,000 out of a total estimated revenue of from $195,000,000 to $250,000,000 from motor vehicle license fees; a balance of from $109,000,000 to $164,000,000 remains to provide for administration, for additional construction of provincial highways, and to apply on the cost to the province of improving county, provincial and township roads, which has averaged with heavy construction programs, $5,000,000 per year for the last three years. It would appear that the motorist is going to provide the province with all the money necessary for road building purposes, and that without any increase in motor license fees.

Motorists should be required to pay a fair share of the cost of road improvement, but it would be more reasonable to place a tax on other vehicles using the highways which are now entirely untaxed than to place still heavier taxes on motor vehicles. The improvement of roads throughout the province, it is generally admitted, will greatly benefit all classes of citizens, tending to reduce the cost of living. It would be only fair, therefore, that the cost of building and maintaining the highways of the province should be distrbuted on an equitable basis among all who will benefit by the work being done.

The investment which the province is making in highways will return valuable dividends. In increased tourist traffic alone the people of Ontario will benefit to the extent of millions of dollars annually. In 1915, the year before interchange of automobile licenses between Ontario and the United States went into effect, 5,685 foreign cars were registered. Last year a total of 882,926 cars from the United States entered the Province of Ontario, and of these 76,112 remained a period of from two to thirty days, and 1,818 a period of from one to six months. In the same year 63,851 cars entered the Province of Quebec, of which 56,553 remained a period of from two to thirty days and 327 a period of from one to six months. It will be seen from these figures that the common impression that Quebec is receiving the lion's share of the automobile tourist traffic is not borne out by cold facts.

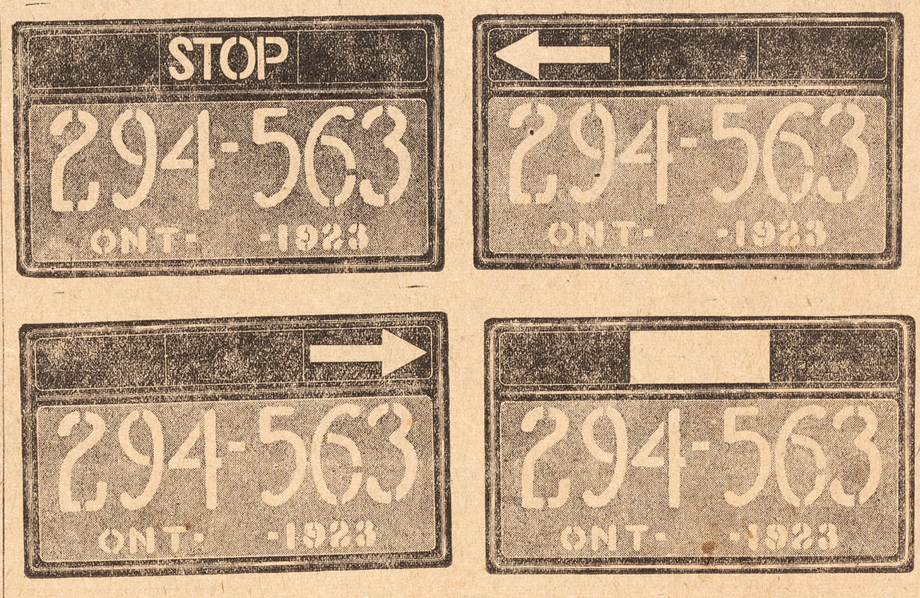
The opportunity for further development of motor tourist traffic is boundless. Approximately six million motor car owners in the United States are within a day's run of this province. Hon. J. L. Perron, Minister of Roads for the Province of Quebec, speaking in Montreal at the inaugural meeting of the Québec Tourists' Association, held recently, estimated that if the Province of Quebec is properly organized to handle tourist traffic the income from this source would be from fifty to sixty million dollars a year, and he looked to this traffic to reimburse the province for its total expenditure of $60,000,000 on highways which recently has been running at the rate of eight million dollars per year.

The Vancouver Sun estimates that $40,000,000 was left in British Columbia last year by tourists, and a campaign is now under way to increase this tourist trade from $40,000,000 to $100,000,000 annually. Ontario with the scenic atractions and good roads which it has to offer combined with its great advantage of geographical location, should lead all the provinces in the development of the possibilities of motor tourist traffc.

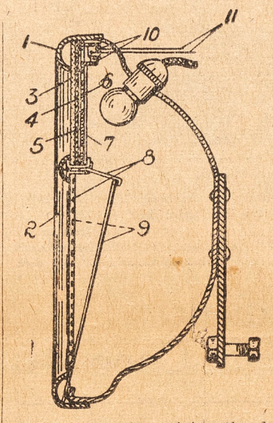
O.M.L. BADGE FOILS CAR THIEVES.

A new service of the Ontario Motor League badge was made known through the recent recovery in Aylmer of a car that had been stolen in Elmira. The thieves evidently had not noticed that the Motor League badge bore the name "Elmira," as they had not removed it in camouflaging the car. Through the badge the car was recognized and recovered.

New Motor Signal Number Holder.



The Everbright motor signal number holder, recently patented, is a combination number plate holder, tail light, direction signal, right and left; stop signal, and illuminated license plate, all contained in one device, using one electric light constantly burning at night. With no flashing on and off for the different signals, it suffices as a tall light when no signal is given and illuminates the red stop signal and direction arrows, which are mechanically brought into view when desired. In the daytime all signals are clearly visible without the use of a light. No electricity is used in its operation. The stop signal automatically appears in the top centre the instant the brake pedal is depressed. When the pedal is released the signal automatically disappears. Direction signals, right or left, are given by the operation of a lever on the steering post, exposing an arrow on the top right or left of the number plate. Direction signals are given simultaneously, front and rear, before the turn is made, and not when



the car is turning, giving the driver approaching you, as well as the one following, ample warning of what you intend to do. Two different signals cannot be given at the same time, and no signal is visible except when given.

The number plate and the present method of lighting it have not been appropriately improved since the inception of the motor car. Two countries have recently passed law to compel the use of luminous plates on all cars.

The device provides means to contain and illuminate the license number. The inventor recommends the use of a translucent or stencilled plate that permits the light to shine through the plate for the best results, but in using the plate now in general use a slight adjustment is made so that the light is thrown on the face of the plate, as shown on the accompanying sectional view.

1. Top outer casing; 2, lower outer casing; 3, outside transparency; 4, front shield slides; 5, shield; 6, Stop slide; 7, Red transparency; 8, white transparency; 9, number plate; 10, lugs; 11, cables operating slides.

J. E. Rutherford, 910 Dovercourt Road, is the inventor and patentee of the device.

Fiat Racers Have Single Eight Engines

Also 4-wheel Brakes, Superchargers and Roller Bearings for Main and Big End Crankshaft Bearings.

The Fiat racers, all of which were entered and one of which won the recent European Grand Prix, run on the Monza track, near Milan, in some respects departed from conventional design, though not nearly as radically as the German Mercedes, which, as described in this section recently, followed the Rumpler design, with engine mounted in the rear. Their performance was excellent. A brief description of the Fiats will be of interest.

They are the eight-cylinder in line models, recently officially timed to cover 300 metres at the extraordinarily high average speed of 122.4 miles an hour. The engines have a bore and stroke of 60 by 87.5 mm., and are steel forgings united by the water jackets into two blocks of four. There are two camshafts, operating two valves per cylinder, inclined in the head. A single carbureter is used, and ignition is by high tension magneto. One of the features of the engine is the use of a special type of roller-bearing of Fiat design and construction, for both the crankshaft and the connecting rods. Like the Mercedes the Fiat engines are equipped with superchargers.

The engine, clutch and gear-box form a single unit, attached by three points to the main frame members. Final drive is of the standard Fiat type, with rear axle and propeller shaft housing in one piece. Four wheel brakes, with a servo mechanism, are made use of. These racing cars have a wheelbase of 103 inches and a tread of 47 inches. Their weight empty is 13 hundredweight.

Government To Construct "Soo"--To Manitoba Highway

Hon. James Lyons Makes Epochal Announcement at "Soo" That Opens New and Better Era for Northern Ontario —Road Will Not Only Open Up, People and Prosper Province's Hinterland, but Also Will Greatly Stimulate Tourist Traffic, Which is One of Country's Chief Sources of Revenue—Will Complete Toronto to Winnipeg Highway.

A new and better era opens for Northern Ontario with the announcement of Hon. James Lyons Minister of Lands and Forests, that, in conjunction with and as one of the most important parts of the development of the Province's great hinterland, the road from Fort William to Winnipeg (partially completed now) will be built without much difficulty; that the only difficult portion would be from Port Arthur to the "Soo," and that he hoped to have engineers shortly at work on a survey round the north shore of Lake Superior to make one of the finest scenic highways in the world. Thousands of cars would use such a road, he declared, which would make a transcontinental highway from Halifax to Vancouver, as all other "missing" links in the Trans-Canada highway have been provided for and will be forged and in service two years hence.

The Government of Ontario is to be congratulated on its decision to build these roads, which will do more to open up, people and prosper the great country they will serve than anything else it could do. One needs but to consider the development along our improved roads anywhere to appreciate, in a measure, what the proposed highway will mean in the vast stretch of New Ontario that now has no trunk road of any kind.

The road now to be surveyed means much more than that, however, much more than the means of local personal intercommunication and products transportation, for as a link of the Trans-Canada Highway it will bring tens of thousands of motor tourists in intimate contact with the country and its people, with profit to both. It will put Northern Ontario on the Main Street of the nation. Because of its more beautiful and varied scenic investiture, its more equitable climate during the touring season and the lure of the "foreign" a very large proportion of the ever-increasing army of United States motor tourists who make the transcontinental run will go or come over the Trans-Canada Highway, to say nothing of our Canadian transcontinental motorists. This will bring great tribute to New Ontario and given its people an intimate contact with the outside world that nothing else could. Contact of this kind begets knowledge and sympathy and understanding and co-peration—it fuses and develops binding ties to the benefit of those concerned, the Province and nation at large.

All who even in a slight measure appreciate what this new trunk road will mean locally, provincially and nationally will applaud the Government's decision to construct it.

Hon. Mr. Lyons made the important announcement at a largely attended meeting of the Canadian Club at Fort William Monday.

90% OF CARS IN PARIS SHOW HAD 4 WHEEL BRAKES.

Captain E. V. Rickenbacker, vice-president and director of sales of the Rickenbacker Motor Company, who, with Chief Engineer Evans, of the same concern, is now in Paris, France, radios the statement that "ninety per cent. of all the automobiles exhibited in the Paris Show were equipped with 4-wheel brakes. "And at least one prominent manufacturer has paid a high compliment to American engineering genius by adopting Rickenbacker brakes for all his 1924 models."

Emergency Road Service Popular

Motor Club Officials in Convention at Cleveland Strongly Endorse It.

Cleveland, O.,—Among the numerous subjects actively and favorably discussed at the convention of National Motorists Association Affiliated Club officials and managers, held at Cleveland, Ohio, recently, one of the foremost was that of emergency road service, a feature of modern motoring which is having more and more attention from progressive automobile clubs. (The Ontario Motor League inaugurated emergency road service in Canada).

This topic is eagerly followed by car owners everywhere because club officials point out, motorists are pretty weary of being "gypped" for mechanical first aid, and, enjoying a taste of real road service as developed by the more prominent clubs, they are naturally looking to the N.M.A. through affiliated clubs to work out a plan of coast-to-coast emergency service that will revolutionize motor travel.

The subject was brought up by Fred H. Caley, executive secretary of the N.M.A., who reviewed the work accomplished by the Cleveland and other N.M.A. Automobile Clubs and urged the development of a plan whereby such benefits can be made to extend throughout the country to all affiliated clubs as well as those which offer reciprocal privileges to N.M.A. members.

In a statement issued at the Washington headquarters, Mr. Caley declared that the greatest obstacle to the motoriss's plan for nation-wide free mechanical first aid from automobile clubs was membership.

"There is only one way that emergency road service can be properly developed and that is through greater club membership," he said. "Road service to be practical must be based on the fact that the misfortunes of the few should be shared by the many, with the "many" fully aware that at all times they stand an equal chance of being caught on the road and being rescued promptly, efficiently and without cost—a type of insurance that does not trespass on established types.

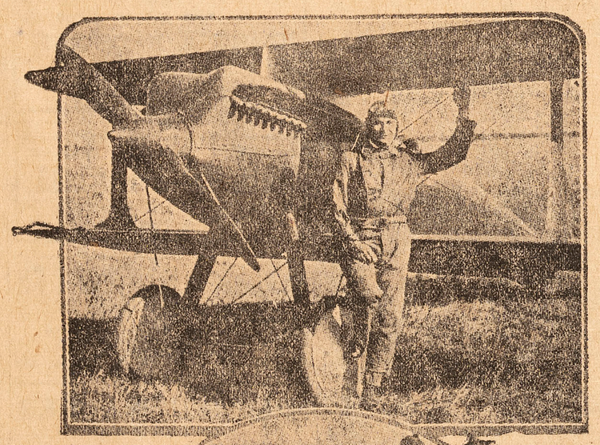
"An important point in connection with the development of the emergency road service is that the progressive automobile club should not aim at co-operative service in the sense that we speak of co-operative stores or other schemes which are a mild step in the direction of socialism. The automobile club has a great public work to do and should, therefore, avoid resolving itself into an organization that is apart from the normal business and social regime.

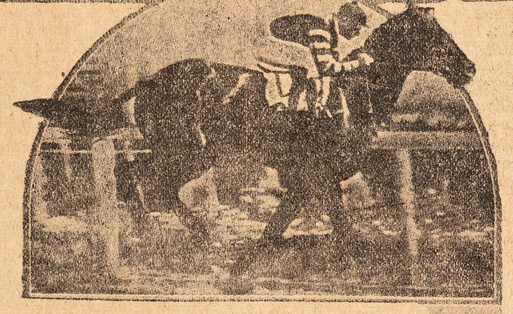
"The automobile club should not aim to enter the repair business, any more than it should aim to enter the automobile business. Its purpose is to see that members get a square deal, good service and 24-hour service, as a means of improving all service conditions in motoring. The club should make its arrangements with reliable repairers, offering its facilities for the improvement of this service; not with the idea of going into the repar business as an end in itself.

"The N.M.A. already notes a distinct improvement in service conditions where its progressive clubs have developed emergency road service throug[h] appointment of official service stations and co-operation with them. The ultimate result will be he development of service such as the pioneer tourist never dreamed of. If automobile clubs can accomplish this goal they will have served one of their purposes public[ly]

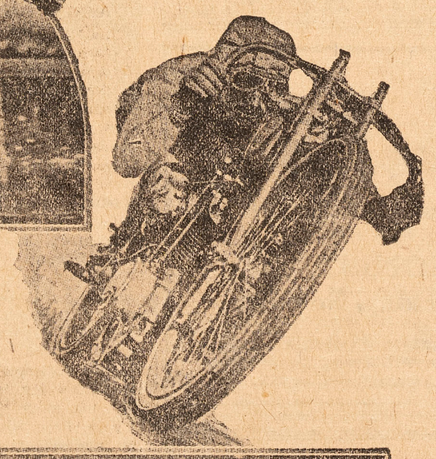
Speaking of Speed--

TO the airplane, a Curtiss racer to be exact, goes the honor of having carried man faster than any other means of locomotion. When Lieutenant Maughan made his famous flight during which he attained a speed of 248.50 miles per hour, he was clicking off better than four miles per minute. Second place in the race to conquer time and space goes to the motor car. When Tommy Milton made his historic mile in 23.07 on Daytona Beach, Florida, he was approaching three miles per minute. The plant System train which did five miles in two minutes and a half, was turning in exactly two miles each minute it was under way. Walker on his motorcycle follows fast, just a shade slower than the railed contestant, with a mile in 31.53. Miss America astonished the world when she proved that a water craft could reach the truly marvelous speed of 81.577 miles per hour. Man-o'-War proved what a great heart and sinews of steel could do when he turned in a mile in just a shade over a minute and a half and then came Audacious to clip a fraction off that remarkable record. Man by his unaided efforts has managed on three separate occasions to run the hundred yards in 9 3-5 seconds. Roughly this works out at a mile every 2 4-5 minutes.—Motor.



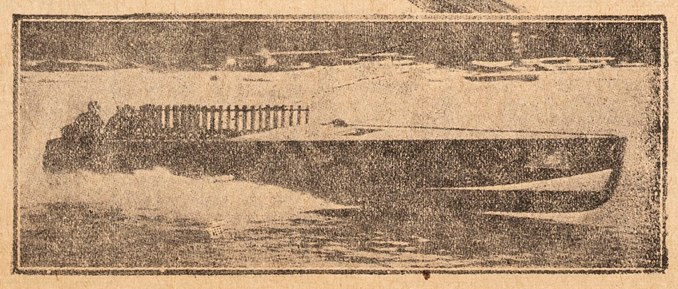


Man-o'War, the wonder horse, made a mile in 1.35 4-5. This was at Belmont Park, New York, on May 29, 1922. Audacious is credited with a mile in 1.35 3-5.



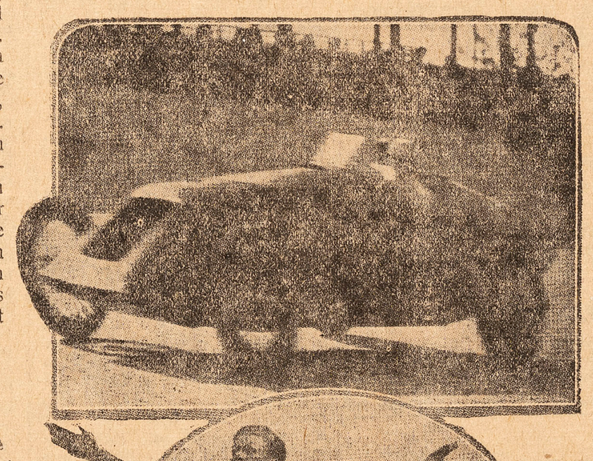
Walker and the motorcycle with which Walker and the motorcycle with which he hung up a record of a mile in 31.53, which is at the rate of 114.17 miles per hour.

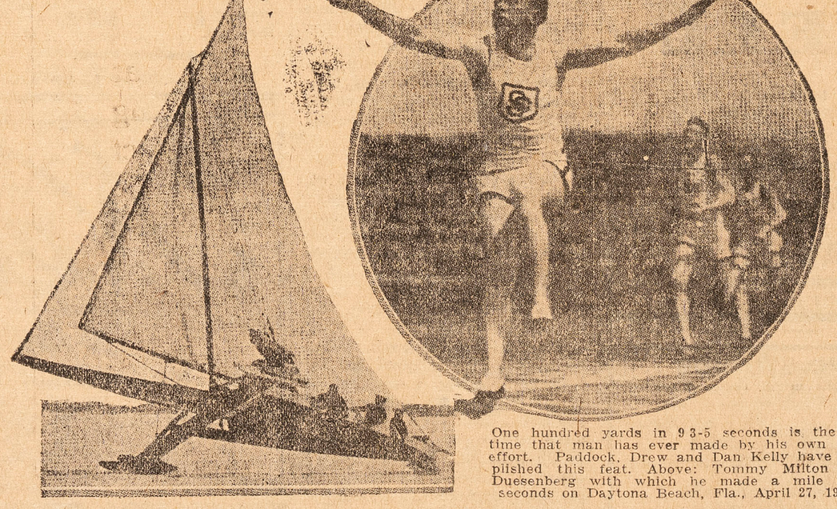
Above: Lieutenant Maughan and the Curtiss racer, in which he traveled 248.50 miles per hour on October 16, 1922. Since this caption was first written, the record has been broken twice. At the moment Lieutenant Brow in a Curtiss is credited with 255 miles per hour.



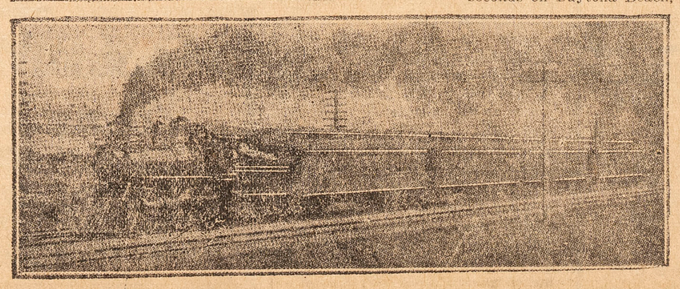
Miss America IIkat the Detroit races on September 6, 1921, made a measured mile at the rate of 81.577 miles per hour.

The Fastest Ever on Land and Sea and in the Air -- A Pictorial Birdseye History of Man's Conquest of Time and Space.





One hundred yards in 9 3-5 seconds is the fastest time that man has ever made by his own unaided effort. Paddock, Drew and Dan Kelly have accomplished this feat. Above: Tommy Milton in the Duesenberg with which he made a mile in 23.07 seconds on Daytona Beach, Fla., April 27, 1923.



In 1909 the iceboat Clarel, owned by E. W. Price, traveled 1.2 miles in 31 seconds, which is about 2 1-3 miles per minute or 140 miles per hour.

The historic Empire State Express, which made a mile at the rate of 112.5 miles per hour in May, 1893. This record was bettered by a Plant System train in Florida in March, 1921, when it traveled five miles at the rate of 120 miles per hour.

It's Time to Think Again, Alas, Of Frost and Antifreeze

"Put Up the Rad Shutters on Your Old Tin Can and Smile, Smile, Smile," Says the Garage Walrus, Who Also Advises, Among the Many Things to Think of Now, Priming Cold Motors to Facilitate Starting, Conserving the "Juice" in the Battery and Keeping it Well Charged, Lighter Lubricants and Anti-Freeze Solutions.

Some fall and most winter days bring a number of problems for the motor car owner to solve, chief of which is the protection of his engine. The bugaboo of winter motoring is the danger of freezing the water. A warm garage protects the engine while it is indoors, radiator shutters and hood blankets help to hold in the heat for a certain length of time, but none of these protects the engine when the car must be parked for considerable periods in the open air.

Only one satisfactory solution of the problem has been found and that is the use of anti-freeze in the water of the cooling system. There are a number of chemical agents which have the necessary immunity from freezing to protect the engine in almost any temperatures that we get in this country. The chief of course is alcohol, which is more used for this purpose than any other agent. Salts, glycerine and kerosene are other agents hostile to Jack Frost.

There are three principal types of commercial alcohol; grain alcohol cannot be had except for medicinal and scientific purposes and is too expensive anyway; wood alcohol is also too expensive; and denatured alcohol, the cheapest of the three and the only satisfactory type for motor car anti-freeze. The fact that it is cheaper than wood alcohol leads most motorists to use denatured alcohol, but there is another reason why it should be preferred. Wood alcohol contains free acetic acid, harmful alike to the optic nerve and the various rubber and metal parts of the cooling system. However, this can be readily detected by the simple litmus paper test, and where a positive reaction occurs the acid content can be readily neutralized. Denatured alcohol is harmless to these, though not so effective. A greater amount of denatured alcohol must be used than of wood alcohol. In a really frigid climate, where the temperature drops below 20 degrees below zero for protracted periods, it may be necessary to use wool alcohol; but save for such temperatures, it should not be used, for its greater effectiveness is made up for by its greater volatility and cost, so that while a smaller amount is needed to give the desired effect, that smaller amount costs nearly as much as the greater amount of denatured and evaporates more rapidly, so that it must be replenished more often. The damage it does, furthermore, definitely establishes the superiority of denatured.

Denatured alcohol has certain slight disadvantages. One of these is odor. Some commercial alcohols are quite offensive, but this is not usually noticeable when the car is being driven save when the radiator boils, in which case the warning given through the olfactory nerve is a decided advantage. Another drawback is that alcohol not only has, of course, a lower specific heat, i.e., capacity for heat than water, boils at a lower temperature than water, and hence, the engine gives evidence of overheating more readily with alcohol than with water alone. Since alcohol is only used in freezing weather, when overheating is least likely to occur, this is not important.

In using alcohol for the radiator, it is simply mixed with the water and poured into the radiator. Its effectiveness depends upon its strength. The percentage of alcohol in the water should be determined upon in accordance with the coldest temperature to be expected. For safety it is well to start out with a stronger solution, to compensate for the continual evaporation which takes place. The best scheme is to drain the entire cooling system after filling it completely, measuring the water drawn off carefully. By reducing the quantity to pints, it is easy to determine how many pints of alcohol will be needed to a gallon of water for different strengths of solution. When this is determined the proper amount of denatured alcohol may be poured into the radiator and then the latter filled with clear water.

After the water has been dosed with alcohol, it is usually problematical, from day to day, how much of the alcohol still remains in the water and how much protection is still afforded. Some motorists make it a point to put in a proportionate amount of alcohol with every filling of the radiator, believing that this will maintain the strength perpetually. Such is not the case, however, for the alcohol will evaporate much more rapidly than the water, so that despite the small additions of alcohol, the strength of the solution will slowly decrease until the freezing point of the water rises to a dangerous point. But there is no need for guesswork. The hydrometer gives a perfect index to the freezing point of any alcohol solution. The ordinary battery hydrometer will not usually serve because it is commonly calibrated from 1.000 upward to 1,300, whereas the specific gravity of alcohol and water will always be below 1.000. Either a separate hydrometer reading down to 0.9250 should be used for the water and one reading from 1.000 to 1.300 for the battery or else a single one reading from 0.92250 to 1.300 should be procured for both. In the case of the battery the higher the gravity, the lower the freezing temperature, so that at full charge, the electrolyte will not freeze until the temperature gets to 90 degrees Fahrenheit below zero. In the radiator, however, the lower the gravity the lower the freezing temperature.

Water, whose specific gravity is 1.000, freezes at 32 degrees F. Equal parts of water and denatured alcohol will freeze at 18 degrees F. below zero, at which strength the mixture will show 0.9430 on the hydrometer.

The accompanying table gives the hydrometer readings, freezing temperatures and percentages of various alcohol and water solutions. By reference to this it is possible to know at any time exactly what temperature will freeze the contents of the radiator, the strength of the solution, the strength required for a lower freezing point and how many pints of alcohol to add to secure the desired protection.

Another thing to remember about hydrometer readings of all kinds is that they should be made at a temperature between 55 and 65 degrees F. If the room is colder than that the gravity will show higher than it really is and allowances may be made by decreasing the amount of alcohol by about 1 per cent. per ten degrees temperature below 60, and increasing it in the same ratio for temperature above 60.

There are other freezing solutions. A popular type is a 50-50 solution of glycerine and denatured alcohol. Glycerine does not evaporate quickly, like alcohol, and the 50-50 mixture gives about the same results as alcohol alone until the temperature drops below zero, when it gives much greater protection. Glycerine is more economical than alcohol alone, both because less of it is needed for a given result and because it does not exaporate quickly; but it is harmful to the radiator hose and pump packing, both of which will require replacement in the spring if the glycerine is used in the winter. It is also somewhat difficult to get out of the radiator when cleaning out the system after the winter is over. However, in very cold climates it is preferable to and more economical than wood alcohol.

Kerosene is used by some as an anti-freeze, replacing the water entirely. This oil, however, not only in time disintegrates the rubber radiator connections and pump packing, but gives off an offensive odor when heated, boils at a relatively low temperature and is dangerous when overheated, so it should not be used without caution or where long, hard driving is indulged in. Kerosene is widely used in the West and not a few in Toronto have employed it successfully.

Calcium chloride would be an ideal anti-freeze if motor car builders would refrain from using solder, copper, brass or aluminum in their cooling systems. It is harmless to rubber, iron and steel, does not promote rust, actually resists the formation of scale, reduces the freezing point considerably below that of denatured alcohol and unlike any of the other common anti-freezes, raises the boiling point, it is very economical and does not evaporate any faster than the water. Unfortunately, most radiators are soldered together and made of brass; many pump motors are made of bronze, brass pipe is much used for water headers, copper tubing is used to conduct water to jacketed manifolds and the thermostats are made of thin brass. Calcium chloride in time will destroy all such parts and its economy as an anti-freeze will prove dearly bought indeed.

Various chemical companies have produced a variety of anti-freeze products based on saline properties, some combined with alcohol or glycerine and some not. It is difficult to determine which of these are meritorious and which are harmful. However, certain of them have been found economical, effective and harmless. Careful inquiry among users of such preparations should be a safe guide to the best of them and you will want only the best.

ANTIFREEZE SOLUTIONS.

Kerosene has been found a satisfactory antifreeze in a number of makes of cars, the cooling systems of which are not of the thermo-syphon type, but equipped with pumps.

Lowest Expected Temperature. Deg. F.	Proportion of Denatured Alcohol in Per Cent.	in Pints per Gal. of Water	Highest Safe Hydrometer Reading
32	0	0	1.0000
29	6¼	½	.9923
20	18¾	1½	.9792
15	25	2	.9735
9	31¼	2½	.9670
1	37½	3	.9597
-7	43¾	3½	.9525
-18	50	4	.9430

Half-and-half Glycerine and Denatured Alcohol

Temperature	In Per Cent.	In Pints per Gal. of Water	
32	0	0	.....
28	6¼	½	.....
24	12½	1	.....
19	18¾	1½	.....
8	31¼	2½	.....
-4	37½	3	.....
-12	43¾	3½	.....

Seeing Is Believing.



Optimistic Inventor (soliloquizing after smash)—Still, that gives me a splendid idea—a folding car!—Passing Show (London).

FIRST SEDAN STILL RUNNING.

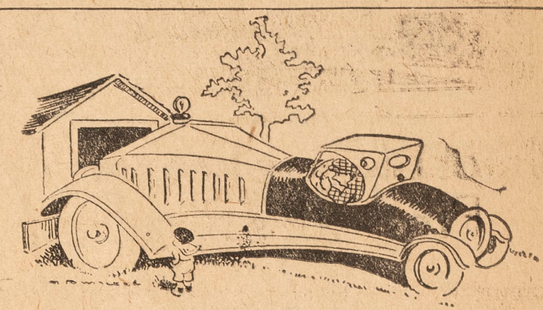
Syracuse, N.Y.—October 29 of this year stands out as a mile post in the automotive industry, for it marks the tenth anniversary of the first stock sedan ever made in this country. This car was shipped by the Franklin Automobile Company to its Dallas, Texas, dealership and was immediately sold to Mr. G. A. Robertson of Dallas, who continued to operate it until June 3 of last year, when it was sold to Mr. S. A. Leake, a prominent attorney of that city.

AN ARMY APPLIED

One of the Detroit motor car plants recently advertised for "a young married man with cost experience."

If there's anything a young married man gets suddenly and in large bunches it's cost experience.

Did't Ever Happen to You?



Beginner—I must see an oculist. Every time I start to drive into the garage the front of the car seems to expand.—Judge.

MY NEIGHBOR.

My neighbor has a big grey car; he hits a speedy clip. From morn till night he drives it far; he doesn't give a rip. He has no friendly nod for me; he scorns my outstretched hand. He tears past me in fiendish glee and musses up the land. He thinks his car is sitting sign that he's a lofty lord. He throws sarcastic laughs at mine—it is an ancient Ford.

But in my rattle groaning bus I'm happy as can be; my fellow men all call me Gus. And this sounds good to me. My neighbor owns no house nor home; he cannot pay his rent; he goes his way and all alone, I fear he's badly bent. He will persist in this fine car; it has him plunged in debt. He hitched his wagon to a star, and now his star has set.

So I would rather own a Liz and live and happy be. I'd rather go about my biz, and from all debt be free. I'd rather drive a bloomin' Ford and hear my good friend shout, than be a lonely, blinkin' lord, that no one cares about.

Heading—HUNTER TELLS HOW IT FEELS TO BE BITTEN BY A LION.

"S'awful!" he says.

We now wish to know how it feels to be run over by a hectic motorist.

"Very annoying," we should say.

CHEVROLET

You Can Buy a Chevrolet

With a small Down Payment and the balance by small monthly payments through the

GMAC Deferred Payment Plan

FORMED four years ago and operating since then, with marked success, both in Canada and the United States, the General Motors Acceptance Corporation is always prepared to finance the purchase of Chevrolet cars by those who desire to do so by deferred payments.

The terms upon which this plan operates are wide in range. The down payment may be adjusted to suit the circumstances of almost every buyer and subsequent convenient payments can be easily arranged. Under the *GMAC* Plan all freight charges and government tax may be included in the financing.

General Motors Acceptance Corporation is an international banking institution, organized, owned and operated as an independent unit of the General Motors Corporation. *GMAC* was organized solely for the convenience of General Motors purchasers and is able, therefore, to grant the lowest rates.

See your local dealer. He has full information regarding *GMAC* and can give you exact figures on the model you desire—figures that are sure to fit your pocketbook and your convenience.

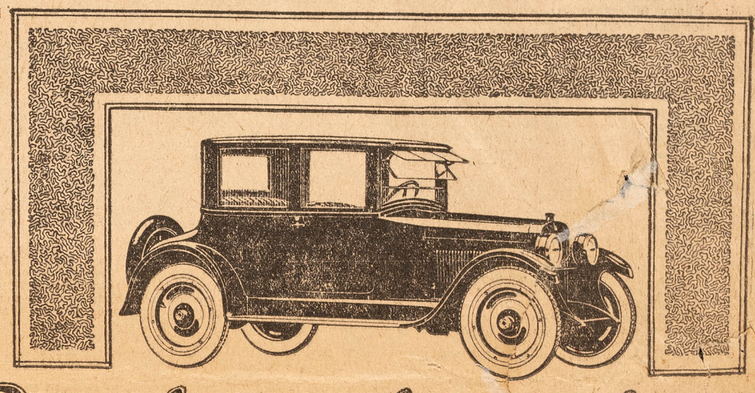
Ask for the *GMAC* Plan.

CHEVROLET MOTOR COMPANY OF CANADA, LIMITED

OSHAWA, ONT. WINNIPEG, MAN.

Chevrolet Dealers in the Toronto Metropolitan District

FRANK ANDERSON, LTD., 844 Bathurst St., Trinity 7425.
DUNCAN, MISKELLY MOTORS, LTD., 2215 Queen St. E., GLADSTONE 0433.
DUNDAS MOTOR SALES, LTD., 2295 Dundas St. W., Junction 2451.
GARRETT MOTOR COMPANY, 2574 Yonge St., Hudson 0777.
GILES, RICE & PETERS, LTD., 2494 Danforth Ave. GLADSTONE 3624
A. D. GORRIE & COMPANY, LTD., 354-360 Victoria St., Main 5000.
H. C. TOMLIN MOTOR CO., 791 St. Clair Ave. W., Hillcrest 5296
MOTOR SALES & MACHINERY CO., LTD., Lake Shore Road, Port Credit, Phone 130.
J. T. FARR, Weston, Ont.
P. C. HILL, Richmond Hill, Ont.
BEARE BROS. & CLAYTON, Markham.
S. J. COLLACUT, Pickering.



Rickenbacker

A CAR WORTHY OF ITS NAME

Amazing—

Not only in performance but in quality at its price.

Rickenbacker enclosed cars are surprisingly agile in performance as all the world knows.

The power of the vibrationless motor gives an acceleration that is delightful.

And 4-wheel brakes add that other quality so desirable in traffic driving—rapid de-celeration.

But, you will be still more surprised when you inspect carefully the body design, finish, upholstering, and other features—down to the last detail.

Then you will realize that there is now available an equipage of which the most fastidious will be proud—and yet, at the price of an ordinary car.

There is Pride of Ownership in the possession of a Rickenbacker Six with 4-wheel brakes that is indescribable.

None is so highly placed that he will not experience an extra thrill by being seen in this magnificent car.

Coupe seats four—sedan five—and the quality is identical.

And all Rickenbacker models possess those outstanding features—tandem flywheel—4-wheel brakes—air cleaner—double depth frame—and others, that confer on this product an undisputed leadership.

You'll never be truly happy until you own a Rickenbacker Six.



Four Wheel Brakes

W. S. SMITH, Distributor

684 Yonge St. Phone Randolph 9259

Autumn Car Production On Unprecedented Scale

Even Saturationists No Longer Predict Dire Things Silenced by Fact That the Most Motorized Communities Are Absorbing More Cars Than Ever Before—General Conditions Good and Late Fall and Winter Demand Promises to be Excellent—General Automotive Industry and Trade News From U. S.

By F. ED. SPOONER.
Special to The Sunday World.

Detroit, Oct. 27.When a man asks you what condition the automobile business is in and you reply that general business is excellent all over the country you have replied to his question in a way requiring no further talk unless he wants to argue. The man who asked that question, in all probability, wants to talk of possible saturation, that old bugbear, and you smile.

When general business is good, when there is no unemployment, when wages are high, people in every walk of life buy cars. In this day and age every man who has not a car wants one. Every man who has not a car desires one, and every man who has a car uses it so much that his family wants one. When all is said and done, automobiles sell right along when times are good.

A roll-call of business developments shows everything favorable. Helpful action on wheat is going to mean new price levels and that means farmer buyers, and once the farmers are in position to buy production will be maintained. True that September showed a falling off of about five per cent. from August, but those who are posted state that this falling away in manufacture at this season is not a criterion.

At any rate, the makers are still working at top capacity in most instances, although there are scattered cases where production has been cut. The adoption of new ideas, four-wheel brakes and balloon tires, have caused sales to jump with some. But all the makers have not adopted them, preferring to await developments. This letter is no prediction. It is well known that some makers do not believe in risking anything on a chance, believing rather in sticking to established forms and allowing others to carry along the battle for a time. It must not be inferred from this that the writer is raising any question. He is only stating the position of some of the makers. Advice for and against these innovations has been widespread and there is no argument when a man is at all wise, for no one is in a position at this time to state whether four-wheel brakes and balloon tires will be all the success that is predicted—that is, universal equipment in a few years.

Business has been stimulated by entry of these new features. It has also been stimulated by low prices and value given dollar for dollar in a motor car. It has been more stimulated by the general condition of business in every line. As the season develops and it becomes certain that there will be no sharp and pronounced period of depression antedating the long run of prosperity, business in the automotive field will gain perceptibly. Fear of any change in general conditions has been abandoned apparently, and financial writers do not now speak of it as even a chance. The year is almost over and it has not developed.

A country-wide survey shows that business is holding its own. That means continued prosperity for the automobile business beyond any gainsaying. California, the greatest State in the automobile world to-day, disposed of over 20,000 cars in September and stands good for 270,000 cars this year, provided the pace is maintained to the close of the year. Southern California, the section of the State which is growing fastest to-day, gained 47 per cent. in sales over September last year. Northern California gained 13 per cent. Were all States to keep pace with the State at the Golden Gate, the automobile factories of America would not be able to keep pace in manufacturing with demand.

Buying power in America, according to a survey, reveals an increase and shows that the farmers and the town folks are buying now.

Cash corn above a dollar for the first time since 1920 and a crop estimated at 3,000,000,000 bushels means a lot to the automobile business. It means money to the farmer, and that means buying power, and farmers must have motor cars.

Production, sales and distribution during August, showed a decided gain over August, 1922, according to the report of the Federal Reserve Board, summarizing business conditions in general. The gain in production was 27 per cent. over August of last year. Every month this year has shown a gain over the corresponding months for the last five years. Wholesale and retail trade is markedly higher. No signs there for the automobile maker that there will be any let-up in buying. There is also shown an increase of $123,000,000 in commercial loans, and $82,000,000 in circulation. That sounds good.

Uncle Sam's wealth is estimated at $300,000,000,000, according to the Bureau of Census which has just made a survey of the national wealth. This shows an increase over 1912 figures. The automobile business has kept pace with the increase in the national wealth.

There is one disquieting note in a glance over the statements of conditions. Living costs were never so high and rents increased fastest on the list. The National Industrial Conference Board says in making this statement that wages have kept pace with increased living cost.

Shipments of automobiles during September were slightly below those of August, according to the National Automobile Chamber of Commerce, which places the decrease at five per cent. Last year September figures were 25 per cent. below those of August, so there is nothing alarming about the cut of five per cent. this year. Indications point strongly to the standardizing of manufacture in the automobile field. The business is maintained month after month, and is becoming less of a seasonal production question. Makers are shaping the sales effort to regulate things and bring their manufacturing to a steady year-round production. The September production was about 328,000, as against 272,589 in September last year.

In the tire field things are rather mixed. The truck field does not show corresponding improvement to that shown in the passenger car field. The reports on truck production, however, are not complete, for there are to-day so many small companies making for local consumption only, and their production does not figure in the statement of trucks made by the larger and better known companies.

Announcement of the acceptance of the office of executive chairman of the American Automotive Association by Brig.-Gen. Smedley D. Butler, U.S.M., is expected within the next few days. A dinner was tendered to General Butler at the Detroit Athletic Club, October 10, when he is said to have announced his acceptance of the offer tendered him by directors of the A.A.A. This disposed of rumors to the effect that General Butler came to Detroit at the invitation of automobile manufacturers to discuss a proposed automobile merger, of which reports said he was to be the head of the merged group. Rumors that the General had been asked to accept a high executive position with the Packard Motor Car Company also were denied. At the dinner, President T. P. Henry, Edward N. Hines and Joseph Mack, directors of the A.A.A., and Roy D. Chapin, chairman of the board of the Hudson Motor Car Company, and Alvan Macauley, president of the Packard Motor Car Company, were present, the latter two as guests of the A.A.A. directors. Their presence gave rise to the rumors which are set at rest by the statement regarding General Butler's decision to join the A.A.A. organization. Formal announcement of his acceptance is expected to follow a meeting of the A.A.A. executive board in Washington, October 23. The office of executive chairman of the A.A.A. was made vacant by the resignation of M. O. Eldridge, who resigned to join the National Motorists' Association, a rival body formed by a group of clubs which bolted a meeting of the A.A.A. in St. Louis two years ago, and which since has grown rapidly. With the election of Mr. Henry as president of the A.A.A. a short time ago, executive offices of the organization were moved to Detroit. Captain W. S. Bilbreath, manager of the Detroit Automobile Club, had been acting executive chairman. General Butler's efforts are expected to return the organization to the position it occupied in the days when A. G. Batchelder was executive spokesman for motorists throughout the United States.

Harry B. Harper, sales manager of the Studebaker Corporation, has tendered his resignation, and will sever all connection with that organization. No information is available at this writing as to his future plans. Before joining the Studebaker interests in November, 1921, Mr. Harper was president of the Overland-Harper Company, of Philadelphia. Before that he was general sales manager of Willys-Overland, Inc. Mr. Harper was at one time advertising manager of the Ford Motor Company, and is one of the best known men in the industry.

Robert D. Black will succeed G. W. Brogan as advertising manager of the Black and Decker Manufacturing Company, January 1.

John Kearns has assumed active charge of factory operations of the Republic Rubber Company. His title is nominally manager of production of the Lee Tire and Rubber Company, of which Republic is a subsidiary.

H. H. Westinghouse, chairman of the Westinghouse Air Brake Company, and John F. Miller, vice-president, have left for Japan, where they will supervise the reconstruction of the company's property and interests there, and later attend to the affairs of the company in the larger cities of China.

Glenn W. Poyzer is now assistant sales and advertising manager of the Solden Truck Corporation, Rochester, N. Y., succeeding Charles E. Stuart, who recently resigned. Mr. Poyzer has been with the Selden Company for the past 12 years.

At the directors' meeting of the National Automobile Chamber of Commerce, held in New York last week, President Charles Clifton appointed John N. Willys to head the foreign trade committee of the Chamber. Mr. Willys succeeds J. Walter Drake in the chairmanship of the committee, Drake having become assistant secretary of commerce. The biggest step Mr. Willys' committee is undertaking is the organizing of the International Motor Transport congress to be held in Detroit next May. The committee is endeavoring to build for the future of foreign business, and accordingly emphasis will be placed not alone on immediate sales, but on highway construction, financing and service. The personnel of the committee is: John N. Willys, Willys-Overland; J. D. Mooney, Hupp Motor Car Corporation; H. B. Phipps, Hudson; Jay P. Rathbun, White; H. M. Robins, Dodge Brothers; Howard S. Welch, Studebaker, and George F. Bauer, M.A.C.C. secretary.

The Vim Motor Truck Company, of Philadelphia, has been placed in the hands of a temporary receiver by Judge Charles L. McKeehan, of the United States District Court. Kern Dodge, as temporary receiver, will conduct the business in the interest of creditors and stockholders for 30 days, and leave has been granted to move for a permanent receiver on 10 days' notice to all parties. The company is solvent, its liabilities on August 31 being $1,301,277.50 exclusive of capital stock liability, and its assets were $2,468,081.69, but it lacks working capital and overdue accounts have become pressing, according to a bill in equity filed by A. V. W. Surre, of New York, a creditor to the extent of $5,000.

At a directors' meeting held in New York City last week, G. M. Williams was elected president of the Wire Wheel Corporation of America, to succeed John Alvord, who resigned to devote his attention to his other interests. Mr. Williams was for five years general manager of the Dayton-Wright division of the General Motors Corporation.

J. H. Malone, for many years vice-president and general manager of the Hudson Motor Specialties Company, Hudco-Ford Company of America, Flexo Company of America, and the Magneto Horn Company, has severed his connections with those companies. No announcement has been made of his future plans.

September production of motor cars and trucks, as estimated by the National Automobile Chamber of Commerce from factory shipment figures, was 328,748, compared with 345,608 in August and 203,963 in September, 1922. Sept mber production was 5 per cent. under August, but 61 per cent. in excess of September last year, when production declined 25 per cent. from the previous month. Production in the first nine months of 1923 is 3,021,896 cars and trucks, compared with 1,884,289 in the same period last year.

The Ford Motor Company has petitioned the Interstate Commerce Commission to reopen and reargue its assigned car order, which is to become effective November 1. The Ford company stated, in its petition that, if not altered, the order would render virtually valueless in excess of $1,800,000 worth of coal cars which it purchased to transport coal from its mines in Kentucky and West Virginia, to its factories over its own road to free it from "inadequate" coal deliveries furnished by other railroads. The assigned car order required railroads to cease furnishing special service to private companies owning their own cars.

The Ford Motor Company's River Rouge plant now manufactures a commercial fertilizer. Ford ammonium sulphate, which will be distributed through Ford dealers. Ammonium sulphate is a natural by-product of the coke ovens, and is one of the best commercial carriers of nitrogen.

Wild Motorists We Have Met



—Chevrolet Review.

MOTOR SHIPS INCREASING.

We are now experiencing the first shipping depression during which it has been possible to determine the respective merits of motor ships and steamers under adverse conditions. According to The Motor Ship (London), the result has been a triumphant vindication of the economy of the oil-engined vessel, with the consequence that the proportion of new orders for motor ships to those of steamers has risen in a few years from 10 per cent. to 60 or 70 per cent. It cannot be too strongly emphasized that this remarkable change is the direct effect of the experience that has been gained by shipowners during a period when the difficulties encountered have been greater than ever before in the history of shipping. It is, therefore, considered that the industry concerned with motor ship construction has little to fear from the future if present troubles can be tided over, but for steam shipbuilding, the outlook is by no means so satisfying.

TRUCKS TO AID JAPANESE RESTORATION.

New York City.—That the lessons of war can be applied to the catastrophes of peace is being demonstrated in the early call for motor trucks which has followed the Japanese upheaval. Almost as soon as wire communications were restored, cabled instructions arrived for the shipment of trucks. The first shipment of Pierce-Arrows already has been made and a second shipment is about to leave.

Centenarian Drives Millionth Buick

"Grand Old Man" of Methodism, Rev. Seth Reed, Does Not Wear Glasses.

Rev. Seth Reed, of Flint, celebrated his one hundredth birthday recently, in proud possession of the millionth Buick automobile. This famous car, which was produced early in March and held at the factory for exhibition purposes, was tendered to Doctor Reed as a particularly suitable testimonial to "the grand old man of Methodism," who has lived with full appreciation through every progressive step in human transportation and communication.

The use of this car was a much discussed incident of one of the most unique and significant celebrations on record. The festivities presided over by Bishop Henderson of the Southern Michigan Conference, were attended by nearly two hundred Methodist clergymen, and thousands of Doctor Reed's fellow townsmen. Addresses were delivered by high dignitaries of the church, state and city.

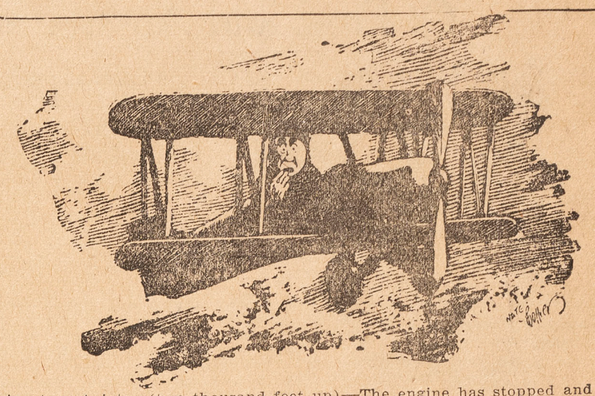
Speakers recalled that Doctor Reed was born during the administration of James Monroe, and has thus lived during the regime of twenty-five American Presidents. In the very year of his birth the Monroe doctrine was enunciated. At that time there was no such thing as railroads, telegraphs, cables, telephones, sewing machines, phonographs, moving pictures, or automobiles. From ox cart to stage coach, from railroad to motor car and aeroplane, from horse post to radio, Doctor Reed has lived alertly through every cycle of development.

But it is to the automobile, of all modern inventions, that he has been closest, and naturally watched with the greatest interest. He has lived from the day of the scoffer at the crude, early machines, to the production of the millionth Buick. Thus "the grand old man" in commenting upon the privilege of being the first citizen to ride in the millionth Buick, has this to say:—

"If, in my early life, I had possessed this wonderful car to travel in, instead of the two-wheeled ox cart and saddle horse that I had to depend on, think of how many more sermons I could have preached."

And this venerable clergyman, who has been old enough to discuss at the time of the event, the annexation of Texas, the French Revolution, the Mexican War, the Crimean War, the discovery of gold in California and petroleum in Pennsylvania, the Civil War, the establishment of the Dominion of Canada, and the eruption of Mt. Vesuvius, stood in the pulpit on Sunday and read without the aid of glasses the entire 103rd psalm of twenty-two verses. Glasses he has never worn. The Buick is manufactured and sold in Canada under the name of McLaughlin-Buick.

"Most Problems Solve Themselves"



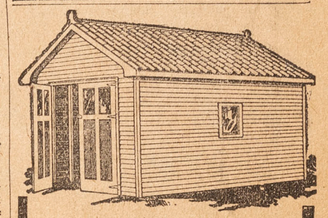
Amateur Aviator (two thousand feet up)—The engine has stopped and the gasoline tank is empty! How in the world am I going to get down?
—Judge.

HEY, ED!! ITEM OUT OF PLACE.

"Phone me up to-morrow," said the darling little mite.
"Phone you up to-morrow! Why, I'll phone you up to-night."
"No, phone me up to-morrow," she insisted, with a grin,
"Because when comes to-morrow you'll find I won't be in."
(Jilted.)

AW GWAN.

Reader asks—If a Cole 8 an orange, would a Chevrolet an egg?



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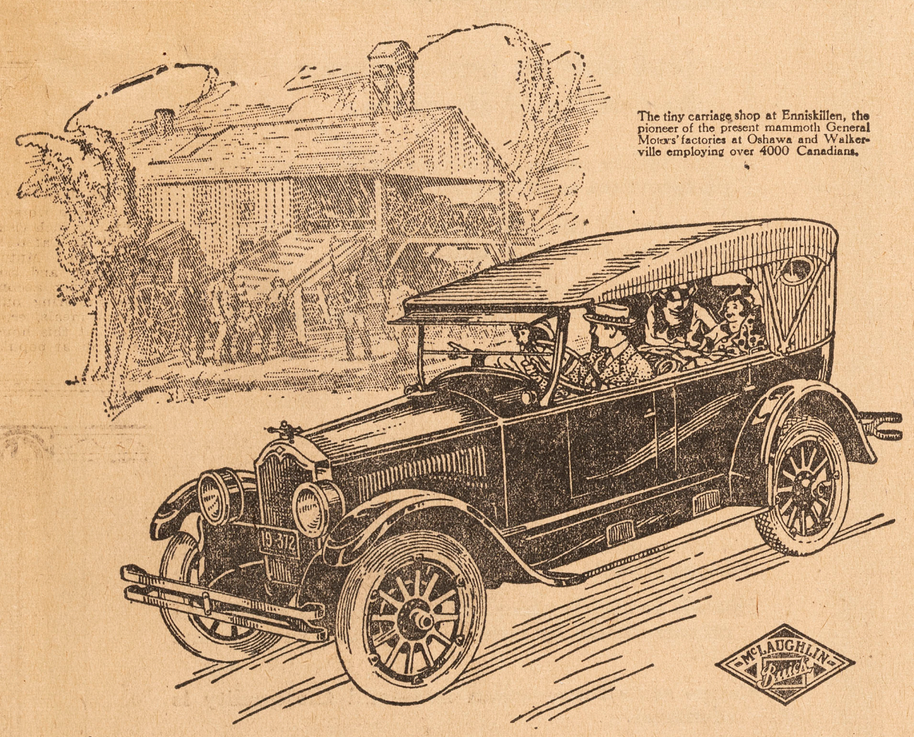

The tiny carriage shop at Enniskillen, the pioneer of the present mammoth General Motors' factories at Oshawa and Walkerville employing over 4000 Canadians.

The Pioneer Spirit—

FROM the first horse-drawn McLaughlin vehicles to the new 1924 McLaughlin-Buick cars seems a far cry, but the lessons learned in those early days are in a measure responsible for the present popularity of "Canada's Standard Car."

Rough roads were the rule in the early seventies and they dictated the McLaughlin policy "One grade only and that the best."

To-day, though the automobile has superseded the horse and carriage, though poor roads are now the exception to the rule, still the same enduring quality is built into the McLaughlin products. But, to this quality have been added the sound engineering principles of Buick—the vast experience and facilities of General Motors.

So the McLaughlin-Buick, not only by its honorable record of past achievement, but also by its present mechanical excellence, has earned its title of "Canada's Standard Car". And the pioneer spirit which prompted its first venture keeps McLaughlin-Buick in the forefront of every worth-while advance made in motor-car construction or design.

GENERAL MOTORS OF CANADA, LIMITED
OSHAWA, ONTARIO

GENERAL MOTORS

CADILLAC CHEVROLET McLAUGHLIN-BUICK OAKLAND OLDSMOBILE GMC TRUCKS

What the Traffic Transmission Means to YOU

WHETHER you have been driving 10 weeks or 10 years, the Traffic Transmission means greater confidence, safety, and pleasure in driving—with nothing new to learn.

You can't clash gears with the Traffic Transmission—all gears are always in mesh.

You can't strip gears—their edges and corners never undergo a strain.

You can't make a dub shift—each attempt is successful and silent.

You can change gears instantaneously—going up hill or down at all normal driving speeds.

You can make the change without "feeling your way" or working the clutch at a stand-still.

You can prevent skidding by an instant change to second, distributing the braking effect of the engine equally between the rear wheels.

You can pull out of mud holes and deep sand—a quick, sure shift rolls you out before you stall.

You can save your car from needless strains—by an easy shift to second instead of staying in high.

You can enjoy these amazing driving delights only in the

1924 CHANDLER

which is the first and only car to use the totally new principle involved in the Traffic Transmission. We urge you to drive it, for the

PIKES PEAK MOTOR

of the 1924 Chandler has all its acknowledged performance mastery of old, plus important improvements that makes its operation flawlessly smooth and noiseless. Drive it! Ten minutes at the wheel tells all!

The Traffic Transmission is Built Complete in the Chandler plant Under Campbell patents

Metropolitan Motors Limited

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THE CHANDLER MOTOR CAR COMPANY • CLEVELAND

CHANDLER

You Were Enquiring About Condition Of The Road To---?

Department of Public Highways Issues Bi-Monthly Report on the Condition of Main Travelled Highways of Ontario—Much Road Work Still Under Way Throughout Province, but Detours Are Not So Numerous.

Toronto to Kingston—Toronto to Pickering townline, paved road. Whitby to Oshawa, road closed during the day. Open at night. Detour on base line 1¼ miles south. Work should be completed on this section by October 24th. Oshawa to Port Hope, good. Port Hope to Belleville, gravel road throughout in good condition. Detour over culvert under construction one mile east of Trenton, good. Belleville to Kingston, good.

Kingston to Quebec Boundary, 194 miles—Kingston to Gananoque, good macadam road. Gananoque to Prescott, good. Prescott to Aultsville, good, except canal road at Cardinal west of Iroquois and west of Morrisburg. Aultsville to Farran's Point, road under construction. Farran's Point to Moulinette, good. Moulinette to Milles Roches, road under construction. Milles Roches to Lancaster, good. Lancaster to Quebec boundary, fair.

Whitby to Lindsay—Good. No detours.

Port Hope to Peterboro, 29 miles—Port Hope to Fraserville, gravel road in good condition. Fraserville to Peterboro, macadam road, good.

Welcome to Dale, 3 miles—Newly constructed gravel road in fair condition.

Picton to Foxboro, 29 miles—Picton to Belleville, fair; good road from Belleville to Crofton. Crofton to Pearsall's Bridge under construction. Good road from Pearsall's Bridge to Bloomfield. Bloomfield Village under construction. Good road from Bloomfield to Picton. No detours. Belleville to Foxboro, good.

Kingston to Ottawa (via Smith's Falls)—Barriefield to Joyceneld excellent macadam road. Joyceville to Morton, good gravel road. Morton four miles north, grading quite passable. Elgin Station northerly four miles, grading, but passable. From this point to Smith's Falls good gravel road. Watch for cross grade detour at Morton and eastward around half mile of road at Elgin Station. Smith's Falls to Perth, road good. Perth to Carleton Place, road good with the exception of a mile near Innisville, where construction is being carried on. Carleton Place to Stittsville, road good. Stittsville to Bell's Corners, road closed on account of construction, traffic from west take road from Stanley Corners to the Richmond Road, then to Bell's Corners. Bell's Corners to Ottawa-Prescott, road in fair condition, traffic is advised to take suburban area to Ottawa.

Ottawa to Prescott—Highway from Prescott to Kemptville in very good shape. Detour at north end of village to right for 500 feet. Then use highway to Manotick. Detour east across Rideau and use road east of river into Ottawa. Detours should be eliminated to-day.

Ottawa to Point Fortune—74 miles—Ottawa to Green's Creek—asphaltic concrete pavement in excellent condition. Macadam base completed at Green's Creek, good in any weather. Green's Creek to Cardinal—good macadam road, construction of base course completed at Cardinal Hill. Cardinal to Clarence—macadam pavement in good condition. Clarence to Wendover—macadam base is laid for about three miles east of Clarence, but from this point to Wendover, clay is impassable in wet weather. Wendover to Plantagenet—freshly graded, fair in dry weather, but impassable in wet. Plantagenet to Alfred—freshly graded sand, heavy but passable in any weather. Alfred to L'Original—clay is fair in dry weather, but is impassable in wet. Macadam base is being constructed just west of L'Original. L'Orignal to Hawkesbury—grading operations in progress, and culverts under construction—drive slowly. Hawkesbury to Pt. Fortune—gravel road in very good condition.

Ottawa to Pembroke—105 miles—Ottawa to Arnprior—good. Construction going on at Connaught Rifle Ranges and between South March and Carp. Arnprior to Renfrew—good. Renfrew to Cobden—use county roads. Cobden to Pembroke via Beachburg—good.

Toronto to Severn—94 miles—Toronto to Newmarket—Yonge St. open to Richmond Hill, paved road. For traffic beyond that point, turn west at Richmond Hill to Maple, north to King City, east to Yonge St. Alternative route, take Dufferin St. and Vaughan Road north to Concord, to King City east to Yonge St. Newmarket to Bradford—good. Bradford to Barrie—fair. Barrie to Orillia—good. Orillia to Ardtrea—good. Ardtrea to Severn—under construction, but passable. No detours.

Port Credit to Owen Sound, 103 miles—Port Credit to Cooksville—pavement. Grading south of Brampton. Loose stone from a point 4 miles south of Brampton—drive slowly. Two bridges south of Brampton under construction with roadside detours. Brampton to Orangeville under construction. Orangeville to Shelbourne—splendid gravel road. Shelburne to Chatsworth—culvert construction throughout and grading 3 miles south of Chatsworth. Very fair gravel road. Detour township boundary and 5 side road—Caledon Township—one concession east. Detour Township of Holland at Arnott easterly one mile; thence one mile joining the provincial highway.

Toronto to Hamilton (via Lake Shore Road)—43 miles—concrete pavement. (Via Dundas St.)—Toronto to Cooksville—paved. Cooksville to Trafalgar—working on ditches. Closed from Trafalgar to 16 Mile Creek. Open from 16 mile Creek to Nelson Village. Closed Nelson Village to Nelson Mountain. Detour in all cases one concession south. Open Nelson's Mountain to Clappison's

Hamilton to London, 79 miles—Hamilton to Brantford—Excellent pavement. Brantford to Paris—Closed to traffic owing to paving operations. Traffic for Woodstock and West, Brantford and East, should take County Provincial Road via Burford from Woodstock to Brantford. Traffic for Paris and vicinity follow detour signs and direction arrows. Local detour narrow, with two grade railway crossings. Heavy in wet weather. Motorists should drive carefully. Paris to Woodstock—Excellent gravel and macadam road. Woodstock to Ingersoll—Woodstock to Beachville—New concrete pavement; construction work of shouldering not completed. May be travelled at person's own risk. One mile closed just west of Beachville, narrow, but fair detour to the north. From one mile west of Beachville to Ingersoll, concrete road. Work of shouldering not completed, but may be travelled at person's own risk. Ingersoll to London—Fair gravelled road and good concrete pavement. Shouldering operations proceeding five miles east of London, but road may be travelled at person's own risk.

London to Windsor (via Chatham), 124 miles—Lambeth to Louisville—Gravel road in fair condition except ¼ mile of clay east of Thamesville, poor in wet weather, and ½ mile sand west of Thamesville, poor in dry weather. Culvert construction east and west of Melbourne and east of Wardsville. New grade west from Melbourne and east and west of Wardsville rather rough; poor in wet weather. Fresh gravel at intervals from Delaware to Kent Bridge. Louisville to Chatham paved. Chatham to Tilbury—Fair gravel road, except mile of clay in Tilbury East Township; poor in wet weather. Tilbury to Woodslee—Good gravel road, except new grade. Ruscom two miles easterly. Woodslee to Maidstone—Fair gravel road, except new grade east from Maidstone; poor in wet weather. Paving construction 4 miles west of Chatham. Traffic from Chatham to Windsor will detour north to 3rd concession, following red arrows. Traffic from Windsor to Chatham will detour south to 5th concession, following black arrows. These one-way detours being clay and quite narrow, are bad in wet weather. Through traffic is advised to take county road from Chatham through Charing Cross to provincial highway, Talbot Road to Cedar Springs, following same to or from Windsor in wet weather.

London to St. Thomas, 16 miles—Concrete pavement.

Hamilton to Jarvis, 28 miles—Hamilton to Caledonia, road good. Three miles south of Caledonia, greasy in wet weather. From there to Hagersville, fair. Hagersville to Jarvis, fair.

Hamilton to Niagara Falls, 48 miles—Road open throughout. Motorists are warned to drive slowly at Red Hill, one mile east of Hamilton, where repairs are under way. St. David's to Queenston—Closed for two weeks. Burlington Beach Road will be closed for two weeks more.

Niagara Falls to St. Thomas—121 miles—Niagara Falls to Welland, good stone road. Welland to Beckett's Bridge, under construction. Traffic should go via canal from Welland south to Forks Road to Dunnville and Simcoe; condition fair throughout, stone and gravel. Bridge under construction at Cayuga will be closed from October 18 to 30 approximately. Traffic will detour to York or Caledonia, thence west or at Jarvis to Hagersville and Caledonia to east. Simcoe to St. Thomas, gravel road, in good condition except two miles east of Aylmer and at North Creek west of Delhi. Detour between St. Thomas and Aylmer from St. Thomas limits easterly one mile; good gravel road.

St. Thomas to Windsor—129 miles—St. Thomas to Clearville, gravel road, in good condition. Clearville westerly, two miles being graded; fair in dry weather, but will be heavy when wet. Thence to Blenheim, gravel road, in good condition. Blenheim to Leamington, gravel road, good. Culverts being constructed in Raleigh Township west of Cedar Springs. Traffic should watch for detours. Leamington to Ruthven, gravel road, fairly good. Ruthven to Cottam, being graded and fresh gravel; fairly good in dry weather, but heavy in places when wet. Cottam to Essex, hard gravel road, but a little rough in places. Essex to Ellis side road, about two miles being paved. Detour to left at end of pavement in Essex fair when dry, but slippery when wet. This pavement is completed and should be open for traffic after October 16. Ellis side road to Windsor, concrete pavement; road being shouldered, Oldcastle to Jackson's Corner, and traffic should drive carefully.

Brampton to Guelph—33 miles — All under grading construction. New grading being followed by gravel. Drive carefully where new gravel has been placed. Bridge being replaced westerly limits of Norval Village. Roadside detours. Heavy grading west limits of Norval; passable. Detour bad in wet weather.

Guelph to Owen Sound—84 miles—Guelph to Fergus, good except for Marden northerly three miles, over which gravelling is proceeding. Fergus to Arthur, five miles of good macadam road, balance in fair condition; road closed at southerly limits of Arthur; detour along Arthur-Kincardine Highway to first street, thence into the village; detour plainly marked. Arthur to Kenilworth, fair stone road. Kenilworth to Mount Forest, four miles of fresh gravel, balance in good condition. Mount Forest to Durham, good gravel road except for section Durham southerly seven miles, where grading, gravelling and culvert construction are in progress. Durham to Dornoch, good gravel road. Dornoch to Chatsworth, good gravel road; culvert construction is in progress. Chatsworth to Owen Sound, good; light grading and gravelling is in progress.

Arthur to Kincardine—67 miles—Arthur to Walkerton, gravel road, in good condition except for half-mile from 9th Con., Arthur Township west and half-mile between Clifford and Harriston, where grading is in progress, these sections are rough and will be heavy in wet weather. Culvert construction at Arthur Village and two miles northwest of Mildmay; good roadside detours at overhead crossings. Bridges under construction at Mildmay and three miles south of Walkerton; good temporary crossings. Walkerton to Kincardine, Walkerton westerly seven miles new grading, freshly gravelled, but passable throughout from here to Kinloss Village, good, except for short section two miles east of Riversdale, where hill is being cut; passable. Kinloss Village to Kincardine, considerable new grading completed and fresh gravel; fair, except in very wet weather, when sections not yet gravelled will be heavy. Culvert construction east and west of Bervie.

Hamilton to Guelph—29 miles—Road closed, Hamilton entrance to Clappison's Cut. Detour old Guelph road to south end of Clappison's Cut. Paving east side of cut. Traffic drive slowly on west half. Clappison's to Puslinch, open to traffic; short detour west at Freelton Village. This detour lifted on the 10th.

Guelph to Kitchener—15 miles—Road in fair condition throughout.

Hamilton to Kitchener — 37 miles — Hamilton to Preston, road is paved throughout and in good condition with the exception of a 200' roadside detour on the Dundas Mountain at which point construction is still under way, and traffic is advised to proceed slowly and carefully particularly at night. Preston to Kitchener, road closed to traffic immediately west of Preston, between Preston and Freeport, detour along Preston Breslay Road about one mile then back to highwty. This detour is clearly marked with signs and lanterns. Balance of road to Kitchener good.

Kitchener to Goderich — 73 miles — Pavement construction immediately west of Kitchener necessitates detour via Mill and Shoemaker Streets to Bleams Road. West along Bleams Road three miles, then north to highway at Waldaw corner. From Waldaw to Stratford Highway in good shape. Pavement east of Stratford completed and in fine shape except at Little Lakes, two of Stratford, where traffic should proceed slowly. Stratford to Dublin, highway good. Dublin to Goderich, only fair, due to grading and loose gravel.

Stratford to London—43 miles—Very good throughout.

Stratford to Sarnia—95 miles — Very good. Drive slowly where teams are working and through Warwick Townships where culverts are under construction.

Port Arthur and Vicinity—Scott Highway in first-class shape from here to the International Boundary. Kakabeka Falls, Hymers and White Fish Valley, in very good shape by going on the Oliver Road, which leads out of Port Arthur. Loon Lake Road, Port Arthur to Birch Beach is in good condition. Birch Beach to Loon Lake in fair condition. Dawson Road to Kaministiquia and Trout Lake, in very good condition.

The "Lay" of the Land



Mrs. Urbanite—Don't you just love dumb animals?
Mr. Ditto: "Yeah! Ye can't get 'em dumb enough for me!"

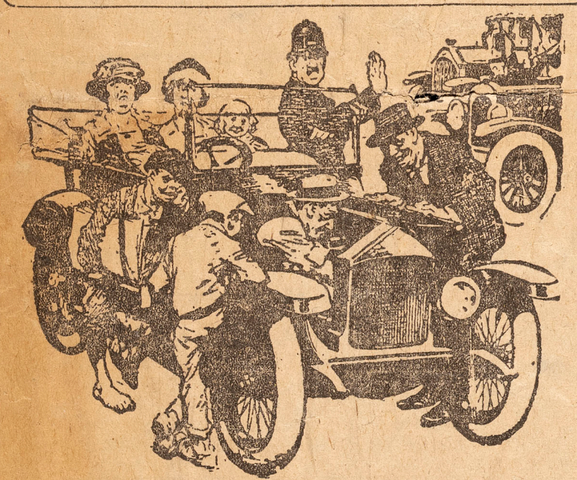
Jolly Ripping, Wot?



"Corking view, old man!"

"You bet! We can see three more billboards than anybody in the county."

Should Be Seen and Not Heard



"Can I help you? I can tell you a bit about this make of car."

"Well, keep it to yourself; there are ladies present."—Passing Show (London).

A.A.A. Contest Board Appointments Made

Croselmire Named As Vice-Chairman of Motor Race-Governing Association.

Washington, D.C.—F. A. Croselmire, of Newark and New York City, one of the best known authorities, nationally, in automobile racing and contests has been appointed Vice-Chairman of the Contest Board of the American Automobile Association, which is affiliated with the Ontario Motor League, according to announcement made by Joseph Mack of Detroit, Chairman of the Board.

Croselmire, Mr. Mack expressed his gratification that he will have associated with him in the direction of the affairs of the Contest Board a man of the wide and successful experience of Mr. Croselmire in supervising officially authorized automobile races and contests. "The records of the Contest Board show that Mr. Croselmire has given invaluable service to the Board and to the American Automobile Association," said Mr. Mack.

"The Contest Board is fortunate also in having the benefit of the counsel of such men as David Beecroft, of New York City; P. D. Folwell, of Philadelphia, and Harry Knights, of Boston, who along with Mr. Croselmire have served on the board for a number of years," said Chairman Mack. "To these men belong a large part of the credit for the splendid record made and the position the board holds as the supreme authority in automobile racing and contests."

Chairman Mack announced the appointment of Colonel Azel Ames, of New York City, as a member of the Contest Board. Colonel Ames is an enthusiastic motorist and for some time was chairman of the Advisory Board of the Metropolitan Division, A.A.A., New York City.

Mr Croselmire will have supervision of the New York office of the Board.

Mr. Croselmire, who in private life is the manager of one of the largest plants for the refining and manufacture of platinum products for all purposes, in the United States, in addition to being actively connected with other large business enterprises has demonstrated his enthusiasm for clean sport in motoring by a continuous service of sixteen years on the Contest Board of the A.A.A.

In announcing the appointment of Mr.

Describes A Trip Through Hudson Plant

Variation of One Tenth of Hair's Breadth Not Permitted in Some Parts.

"I have often wondered how cars of such quality as Hudson and Essex could sell at their surprisingly low price levels. Nor I understand—in part, at least. I have seen with my own eyes the wonderful efficiency of their factory, and that factory tells the story."

With these words, A. M. Thompson, vice-president and managing director of the Dominion Automobile Company, sums up his impressions of a trip which he recently completed through the mammoth modern Hudson-Essex factory in Detroit.

"It is impossible to convey all the impressions one receives," continued Mr. Thompson. "The factory itself covers more acreage than a good-sized farm, yet it is not its size that chiefly impresses you. It is, rather, the perfect planning of work—the minutely systematized organization. There are larger plants than the Hudson, but none that represent a higher efficiency and none that have eliminated all waste motion to a greater degree.

"Raw material enters the plant, and, after inspection, moves steadily through the various manufacturing operations toward the point where it is finally installed as a part of the complete automobile. The work is greatly subdivided and specialized, and when one task is finished the material moves on to the next group of men. It is all on a carefully-maintained schedule. There is no confusion, no haste, no waiting.

"In the Hudson factory, ninety per cent. of the constituent parts which make up Hudson and Essex cars are manufactured and finished. Even such units as axles, clutches and transmissions are produced by Hudson's own working force in its own plant—not bought outside and assembled. That means only one manufacturing profit.

"Let me say here that the Hudson and Essex cars are manufactured to the same high standards of quality. Except that one is a four-cylinder and the other a six-cylinder car, they are very similar. They are designed, built and inspected by one working force. In many cases the parts in the two cars are identical; they can be exchanged from one car to the other.

"Before I visited the factory, I believed, as does the ordinary man, that the human hair is a pretty fine standard of accuracy. I found that a hairs-breadth' is really a coarse measurement. The average hair is about two and half one-thousandths of an inch in diameter. There are many, many operations on Hudson and Essex which are executed to a much closer accuracy than that: the piston pins, for instance, must not vary from perfect roundness as much as one-tenth of a hairsbreadth, or one-quarter of one-thousandth of an inch.

"To realize what that means, imagine a quarter of an inch, and then divide it mentally into one thousand parts. Or, split a hair into ten equal parts. In no car of whatever quality or price is this precision of Hudson and Essex excelled.

"One of the most interesting machines was a delicate testing device for checking the balance of the crankshafts. You know, a crankshaft revolves about 1,500 to 2,000 times a minute for average driving. Unless it is perfectly balanced it sets up vibration in the car.

"To guard against this, each Hudson and Essex crankshaft is placed in a special machine and revolved. This device registers and records every irregularity and lack of balance, however slight. Moreover, it discloses just what part of the shaft is over-weight and unbalanced.

"This device is so minutely accurate that it registers violently a mere tapping with the fingers—as a seismograph records an earthquake. When the overweight parts of the shaft are found, the extra metal is removed; the shafts are then tested and re-tested until thy are exactly right. This eliminates one of the principal causes of vibration and adds greatly to the smoothness of the car's operation and its long life.

"On one hand, we saw such operations as I have described—as fine and delicate as watch-making; no far off would be a massive set of cutting knives biting their way through cast-iron or tough alloy steel.

"The men in the plant are not hurried. But their tasks are so well organized for them that they accomplish an immense amount of work without over-exerting themselves. The plants are light, clean, and equipped with the latest safety devices.

"The company is now greeting many dealers and visitors to its plant; it has nothing to hide, and all are welcome.

"The automobile is certainly one of the most highly developed machines ever invented and widely used, and such a visit as I enjoyed has opened my eyes to the vast carefulness and efficiency with which their manufacture is carried on in the plants of the Hudson and Essex."

Fine Club House For Reo Workmen

Auditorium Seats 1,700 — Lounge, Billiard Room and Bowling Alleys Commodious.

"In its association of skilled workers lies Reo's greatest strength. The fact recognized, it is but natural that everything be done to preserve the organization intact," says Wm. Cain of the Reo Motor Sales Co. Ltd., Reo distributors.

"The large Reo Club House is typical of the interest felt in its co-workers by Reo officials. It was planned and built distinctly for the use of Reo employes and is unique in its completeness and home-like atmosphere.

"Here, at noon, an extensive cafeteria is ready to serve lunch to as many of the four or five thousand Reo workers as desire to patronize it. And commodious bowling alleys, a large billiard room and a comfortable reading room further provide opportunities for rest or recreation.

"In the auditorium, with seating capacity for 1,700 people, lectures or some other form of entertainment are staged almost daily. Concerts, amateur theatricals, movie shows, and other similar forms of amusement promoted by Reo workers can always be held in the auditorium."

A Chalk Mark On Your Tire.

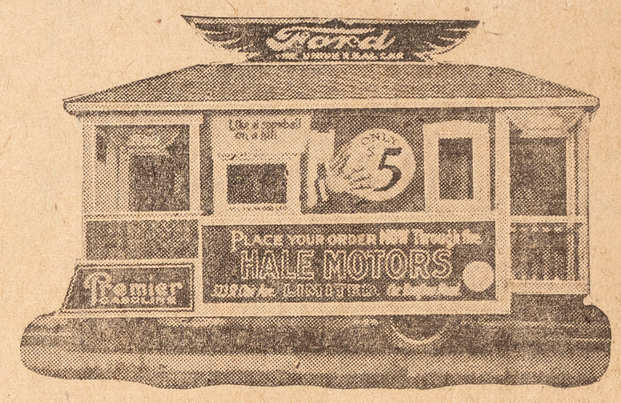
It is a most annoying and frequent occurrence for motorists who park their car on busy streets, to find, on returning from lunch, a chalk mark on the tire; and after that the worst is yet to come. Why run such risks, when at the Stoodleigh Cafeteria, corner Shuter and Mutual Streets, you can park and dine without any blue paper accompaniment. The motoring public appreciate good meals, especially those served at this house famous for fine foods at popular prices.

Authorized Ford Dealers.

Hale Motors Ltd.
523 St. Clair West

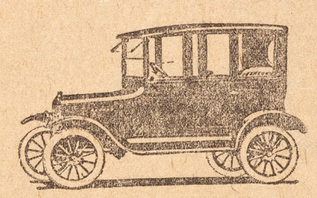
The Home of Ford on the Hill.

OFFER FOR SALE



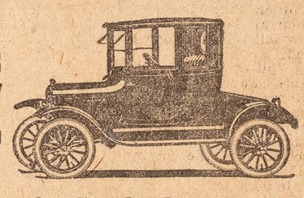
OUR Pre-arranged Plan of Advertising the $5.00 Campaign does not require the further use of the house as illustrated. It can be bought complete," or house can be bought without Ford one-ton truck on which it is now mounted. Suitable for refreshment booth, etc.

Prices of NEW Ford Cars, delivered to your home, including freight and tax:



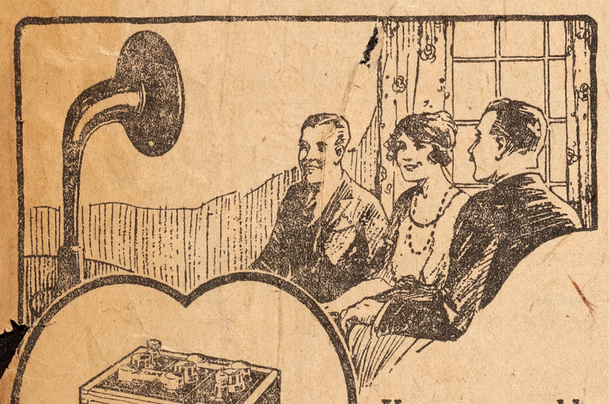
Sedan, $767.11
Coupe, $670.53
Touring, $592.77
Roadster, $549.85

All equipped with starting and lighting system.



Miniature Models, as illustrated here, are for sale at 75 cents each, delivered. These models are real toys; the wheels have rubber tires and turn like a real car. Get one for your boy or girl.

Hale Motors Ltd.
Authorized Ford Dealers
523 St. Clair Avenue West Telephone Hillcrest 8200
"The Home of Ford on the Hill"



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Supplied workmen of wonderful skill, who, under the supervision of Solomon, created a work of such perfection that it yet serves as a standard of comparison and a marvel of glorious construction.

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Are likewise made by highly skilled workers under the wisest and most talented supervision we can find. The tires they create are standards of comparison and enduring construction

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4 and 8 CYLINDER MODELS
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The Star Car "Worth the Money"
The first car standard in design and operation at a low price.
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Short trips, 75c and $1.00. Large cars (open or closed), $3.00 per hour. Small cars (open or closed), $2.00 per hour.
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Auto parts of every description welded and guaranteed—steel tanks, etc., made to order.
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GILBERT & GLEIZER
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London Motor Show To Be Held Nov. 2-10

Truck, Road and Town Planning Show at Olympia, Nov. 22-Dec. 1.

London Eng.—The seventeenth international motor exhibition for motor cars organized by the Society of Motor Manufacturers and Traders will be wholly staged this year at Olympia, London, W. It will be opened to the public on Friday, November 2, and will continue until Saturday, November 10.

Recent enlargements of the famous exhibition building at Olympia will make it possible to accommodate all the exhibits under the one roof. The display will be the most notable and comprehensive ever assembled on behalf of the motor industry. The latest developments in all types of private car chassis, carriage work, accessories, components and tires will be shown.

The private car exhibition will be followed—from Thursday, November 22, to Saturday, December 1—by the International Commercial Road Transport and Roads Development Exhibition, also at Olympia. There was no commercial vehicle exhibition last year, a fact which will make this year's display of unusual interest and importance. Since the last exhibition, striking developments have taken place in design, following upon the increased and growing demand for goods and passenger carrying motor vehicles of all kinds.

The exhibition will embrace the various types of Petrol, Petrol-Electric, Electric and Steam Vehicles for goods and passenger transport, and general utility purposes, together with their components, accesories and tires and also Plant Machinery and Materials used in the construction, maintenance, and development of roads. The Roads Section is a new departure, due to the recognition by the Society of the fact that the functions of the commercial motor vehicle manufacturer and the road engineer are in a sense complementary to each other. Associated with this Section there will be a Town Planning exhibit which is being organized by the National Housing and Town Planning Council. By means of models and plans the latest schemes and methods of city and town development and road construction will be shown.

The development and utility of the commercial vehicle in all its aspects, together with the latest methods adopted in modern road construction to meet the conditions created by the enormous increase in mechanical road traffic, will be discussed at a series of important conferences of public service and trade organizations representative of practically all branches of industrial and commercial activity.

Durant Racing Team In First Position

Individual and Team Championship Won With Durant Specials.

The Durant Special racing team leads in the season's automobile racing honors after sweeping the board at the Fresno, California, one hundred and fifty mile championship event.

Harry Hartz who led or won a leading place in most of the season's important automobile racing events, won the race, closely followed by Eddie Hearne, second; Wunderlich, third; and Comer, fourth, all driving Durant Specials.

The Fresno victory raises Hartz's average to ten points above that of Tommy Milton, winner of this year's Indianapolis 500 mile classic. Eddie Hearne, veteran racer, now leads for the year's individual driver's championship, with more than thirteen hundred points to his credit.

The Durant team's record at Indianapolis was enviable, Jimmy Murphy winning second place and five Durant Special drivers finishing in the money. At Kansas City the Durant aggregation took first place in the 250 mile classic and again at Altoona, Pennsylvania the team scored first place.

All racing events on important speedways have been attended with success this year. Betterments in the design of American racing cars have made possible greatly increased speeds with minimum risk. There have been more than enough thrills for a thrill loving public. Each race has been featured by spectacular contests for lap decisions and for place. The giving of lap prizes results in stirring struggles and skillful piloting of machines.

The unusual succession of Durant Special victories is traceable to the splendid team work of all drivers under the captaincy of R. C. (Cliff) Durant, son of W. C. Durant. Cliff Durant, in addition to being a successful automobile manufacturer, is himself a famous racing pilot.

Spent Five Years Selecting His Car

Professor H. Freeman Stecker Proves Hard Prospect To Please.

An official of British and American Motors Ltd., distributors for Marmon, cites what is probably the most exhaustive analysis of motor cars ever made by a prospect, the purchaser having devoted five years to studying fine makes of cars before placing his order for a Marmon.

"The purchaser was Professor H. Freeman Stecker, professor of mathematics at Pennsylvania State College and formerly professor at Cornell, Northwestern and Wisconsin. Professor Stecker was in no hurry to make a purchase and felt that he could derive considerable benefit and pleasure from a research which would make him thoroughly conversant with all of the high grade cars.

"In his home Professor Stecker has a library of automobile data. This includes the detailed technical data of practically all of the fine makes of cars, which he has analyzed and digested. His research, however, went far beyond the blue-prints.

After thoroughly familiarizing himself with all of the technical data available it was his practice to study the car itself in the hands of owners and dealers. He also visited several factories and judged for himself the standard of workmanship practiced by each manufacturer.

"During the five-year period he was in Europe a number of times and studied the better makes of European cars and the methods of manufacturing first hand.

"Previous to the B Series of the Marmon 34, he says, I felt there was nothing built in America to compete with the fineness of hand fittings which is practiced in Europe. The high-grade European automobile is a tool room job all the way through. The item of skilled labor is not as serious a consideration as it is in this country. I have concluded, however, that the Nordyke and Marmon Company has succeeded in devising means of obtaining this fineness of fittings for automobile parts on a production basis as has no other manufacturer. The second great consideration was the light weight of the Marmon, combined with maximum rigidity."

New "Cad" Engine is Big Step Forward

Improvement Over Last Year's Model—Exceeds All Previous Improvements.

Since the announcement of the new V-63, the feature which has made the most outstanding impression upon Cadillac owners and the general public, has been the performance of the new, inherently balanced and harmonized engine, according to Jay W. Dunivan, Cadillac manager of distribution.

"Because of exhaustive tests made before the new car was placed in production, the company offered the new type with absolute assurance; but we were scarcely prepared for the general quick grasp of the engineering principle by those who consider themselves motor wise only in the most practical sense," states Mr. Dunivan.

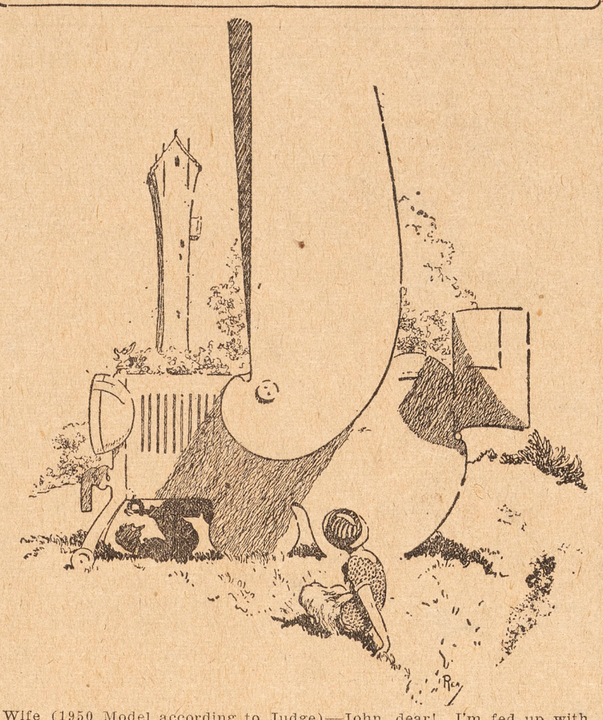
"We have also had many statements from automotive engineers that the persistence with which the Cadillac company has adhered to the one principle of engine design has been one of the outstanding phases of recent motor car history. Cadillac engineers have consistently held that the motor car is primarily a passenger-carrying vehicle and that the engine should be of a type which would leave the greatest percentage of chasis space for body purposes. The rigidity of the short crankshaft and crankcase, and the smooth flow of power in the 90-degree, V-eight design, have been added factors which have determined them in continuing with the V-type, 90-degree, eight-cylinder design.

"The inherent balancing of the reciprocating parts in the new engine is really the culmination of nine years' production of V-eight engines. It is more particularly the result of uninterrupted laboratory research and experimentation covering a period of more than two years.

"Outstanding features of the new engine are a new crankshaft, in which the throws, or cranks, are in two planes at right angles to each other, instead of in one plane, as in previous V-eight practice; a new firing order and the use of compensators, or counterweights, the new power unit giving, in addition to the continuous flow of power characteristic of previous Cadillac engines, a smooth, gliding motion, which can only be appreciated by a ride in one of the new models."

The new Cadillac's improvement over its immediate predecessor in principle exceed the combined previous improvements made to Cadillacs since the advent of the first Cadillac V-type job.

Le's Fly Down the Milky Way



Wife (1950 Model according to Judge)—John, dear! I'm fed up with the solar system. This year can't we go somewhere different.

Taxi Treated Rough On Eventful Trip

Delivering a Cab to Santiago, Chili, is Not a Joke or Cushy Job.

The travels of a taxicab through South America are related in a letter from Jay F. Ohmer, Jr. In it are lessons to the exporters who seek to gain the South American trade, as well as a recital of the thrills of a traveler on the paths of commerce and of pleasure.

The cab, crated as required by export practices, was stowed away on a steamer and landed at Buenos Ayres. It "landed" with a crash, the result of an accident. The box broke, but the cab escaped. It was Holy week and help was not to be had to crate it again before the next steamer sailed. Accordingly, it was swung aboard, dropped into the hold and packed in place with sacks of wheat.

Through a 30-day voyage from the Atlantic to the Pacific, swinging through the Straits of Magellan, the cab was kept in good shape until Valparaiso was reached. Accident again intervened, but the cab came through.

Transhipped from steamer to lighter, and from lighter to the shore, the Yellow Cab changed hands in good shape until it was bumped again in landing. This time it was dented and scratched somewhat, and in this condition submitted for customs appraisal.

Because it was unboxed a surtax of 80 per cent. was placed upon it, notwithstanding protests and presentation of records of the accident. Because it was damaged, however, the law of compensation worked out to the exporters' favor, and a 20 per cent. reduction was allowed on the net duties.

"So the cab came to Chile $4 cheaper than it would have cost to ship a brand new car in a new box," Mr. Ohmer wrote. "After gas was put in the tank, and the radiator filled, the cab none the worse for its spills, was driven away with the motor running sweet and true," he added.

But Mr. Ohmer's trip was just beginning. With his driver, Johnny Breen, and two Chilean friends, he set out for Santiago, a distance of 183 kilometres. The zig-zagging road, up the hillsides, past the statue of O'Higgins the Liberator, with a view of Valparaiso and its harbor cut out like a cameo beneath was described, and with it the traffic that wos contending with cab for the right-of-way over the Andean hillside.

"High-wheeled carts, pulled by six oxen; herds of burros and pack mules, and picturesque horsemen, with their colored ponchos and carved wooden stirrups," was the word picture which he painted preliminary to references to the "dreadful roads we were to find further on, past Casa Blanco."

"About this stage of the game the cab ran over a horse shoe. Contrary to the usual tradition, the rear right tire went flat," the writer observed.

The short route to Santiaga being almost impassable, the cab-tourists headed south towards Melypilla. Steep climbs, hairpin turns, rocks and bumps, dust eight to ten inches deep, and river fords were the varying features of the ride up to nightfall, when the party went ahead with lights through a mud hole, with water up to the radiator of the cab, in which it was mired for 20 minutes. Then the lights went out.

Through the night, cold and dark, over the mountain roads and crossing creeks, much of the time with a man ahead to point the way, the cab went until the party came to a flour mill owned by wealthy Italians. But the owners were entertaining guests and the cab-party was refused food and shelter and turned away by the servants with the word that Melypilla was only 10 kilometres beyond. Three men were taken on as pilots, candles were obtained and lighted in place of lamps, and all went well. With the assistance of the man, a lagoon across the road was crossed, and Melypilla and a hotel reached.

The following day an invitation to the ranch of a wealthy Chilean was accepted, en route to Santiago. There they found virtually a feudal system Mr. Ohmer wrote, with the owners' palatial bungalow equipped with every modern convenience—a log fire, toilets, baths, blooded bulls, polo ponies and a radio set on which the owner listened in for the latest stock exchange news from Santiago. It was a 2½-hour run there over good roads, where the cab was cleaned up, its bent radiator and fender straightened, and started out on its money-making way of metred service for hire.

WE GET THAT WAY FROM WRITING THE COLYUM.

Mick—What makes Jo so round-shouldered?

Mack—Aw, he gets that way from gettin' in an' out of patrol-cars.

Traffic Transmission Facilitates Driving

With It Novice Can Change Gears Safely At Any Speed.

"That the motoring public has been eagerly awaiting the invention that would put an end to gear-shifting troubles and difficulties has been demonstrated by the glad reception given the 1924 Chandler, equipped with the traffic transmission (Campbell patents)," says an official of Metropolitan Motors, Ltd., distributors. "The Chandler Company received reports from its dealers everywhere that the announcement of the new device had attracted greater attention from motorists than any other improvement in years.

"Drivers are particularly pleased that the new ease of driving is attained without any change in the methods of control. With the same positions of the shifting level used in most cars to-day, the driver gets the same speeds. There the similarity ends. The driver need give no more conscious attention to gear-changing than he does to steering, braking or any other process that he now performs automatically.

"With the intricacies of gear-control eliminated, many owners of automobiles who have shunned the driver's seat, especially women, will find that driving is the greatest pleasure of motoring. The strain and uncertainty have been eliminated in the Chandler with the traffic transmission. The driver is absolutely assured that whatever change of gears he attempts will be made good instantly; he need never delay or avoid shifting for fear that he will fail to complete it.

"Silence is positive; the gears cannot be made to clash during a change, and the gears themselves, when in use, operate with the utmost quietness because they are cut with a full face, and being always in mesh with the same gear, wear into a fine fit and polish.

"Stripping of gears is another danger eliminated. The lead is always applied over the full surface of the teeth of the gears, not on a small part of them, as happens in faulty shifting of the ordinary gear-set.

"The traffic transmission opens up many possibilities to the driver and greatly increases the pleasure of driving. Take coasting, for example: There is nothing more exhilarating than to let a car descend a long grade with the gears in neutral, yet drivers have learned to avoid this practice as dangerous, especially on unknown hills, because it is virtually impossible to engage the gears in the car if it should be necessary to use the braking effect of the engine unless the driver is very expert indeed. With the traffic transmission, the gear can be engaged infallibly, even by a novice driver, no matter what the speed of the descent, and the clutch can then be eased in, so that the motor itself will govern the speed of descent.

"In traffic it is especially valuable; in fact, it was named because of the manner in which it has freed traffic driving of its trials and tribualtions. Gears can be changed 100 times in 100 yards with only the touch of one finger on the shifting lever.

"Because the change of speeds can be made so easily, the motorist will find that the traffic transmission is a device of many uses never heretofore available because of the limitations of shifting. As a consequence, he will learn to rely upon the transmission more and more, instead of treating it as an expedient to be used only as a last resort."

STOP! *Paying Big* BRAKE REPAIR *Bills*
We have the most modern equipment—including Raybestos High Speed Brake Machines, which ensure a quicker and better job than is possible by the old, slow hand process, and at a price decidedly lower.
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COZEN'S SPECIAL FORD FRONT SPRING
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Rand. 2156
A SPRING FOR EVERY CAR AND TRUCK.
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Time To Call Halt On Motor Car Taxes

Motor Vehicles Conference Committee Urges Needed Impost Revisions.

Washington, D. C.,—Limitation of taxation on automobiles to the amounts necessary for the maintenance of improved highways and the ministration of state motor vehicle departments with the state as the sole taxing agency is advocated in the report of the Motor Vehicle Conference Committee on which is represented the American Automobile Association, the Motor and Accessory Manufacturers Association, the National Automobile Chamber of Commerce, the National Automobile Dealers' Association and the rubber Association of America. Representatives of these five great national organizations after a careful study of the taxing situation in all parts of the United States declare that Federal, State and municipal law makers and governing bodies are turning to motor vehicle manufacture, sale and use as fertile fields for raising a big share of the annual revenues needed to finance governmental activities and in doing this are placing special taxes on the automobile, which are rarely based upon sound theories of economics or equity.

The Committee contends that no money derived from the special taxation of the motor vehicle should be spent for maintenance of highways unless such highways are located where the highway transportation needs of the state require and unless such highways are built of materials and in a manner to meet these needs. It is pointed out that every tax assessed against an automobile, with the exception of the personal property tax, is a special tax and the automobile is subjected to a greater percentage of these kind of taxes than any other one class of property.

Development of good roads and their maintenance during the days of the animal drawn vehicle were financed through the expenditure of money taken out of the general purse, the law makers holding that the whole people benefited by the expenditure of money for such purposes. With the advent of the automobile this view gradually chaged until to-day every legislator with a pet road building scheme for his own community plans to foist additional taxes on automobiles throughout the state in order to raise the necessary money. Many legislators hold to a new theory, namely, that motor vehicle transportation should pay every penny of the highway's burden annually.

The Conference Committee regards such a theory as unwise economically and entirely unfair and unjustly hampering to the logical and legitimate growth to which the motor vehicle is entitled. It believes that the best interests of all concerned will be best served by general taxation for highway construction and special taxation of motor vehicles for highway maintenance.

"Every tax that is levied against the automobile eventually comes out of the pocket of the consumer," said M. O. Eldridge, Executive Chairman of the American Automobile Association, with which the Ontario Motor League is affiliated. "The widespread use of the automobile has placed small cars in the hands of thousands who can ill afford to pay an additional tax and who should not be required to pay special taxes while vast properties owned by men of wealth, which automatically increases in value through the building of these same good roads, are not required to pay any special taxes.

"For instance, suburban real estate developments have flourished near all cities as a direct result of the increased growth of the automobile and property which could readily be bought for $500 an acre a few years back is now selling for $10,000 and $12,000 an acre through subdivision into lots. The good roads which many legislators presume to charge to the automobile have aided in increasing the value of that property."

The Motor Vehicle Conference Committee, in discussing gasoline taxes, declares that gasoline consumption is a fairly accurate and practicable measure of highway use and that a tax upon this fuel constitutes a fair method of taxation provided it is not imposed as a super-tax on all the other taxesc that the motorist is now required to pay. It is pointed out that its extension should be opposed unless the annual proceeds as a single tax or in conjunction with other taxes are made to conform to the amount which properly and equitably should be levied upon the motor vehicle.

The main consideration, the Committee report concludes, is that irespective of the particular form of special taxation any state may adopt, the all important thing is that the aggregate amount of these special taxes upon motor vehicles in any one year shall not be more than is necessary to maintain the improved highways of the state.

Tests Prove New Hupp's Superiority

Why It Developes More Horsepower and is Freer of Vibration.

A heavier counter-balanced crankshaft, larger bearings, lighter pistons and lighter connecting rods, are some of the engineering refinements which make it possible for the new Hupmobiles to develop their greater power more easily and smoothly, according to Frank E. Watts, chief engineer of the Hupp Motor Car Corporation.

The power curve of the new car, as charted by Hupp engineers from a series of recent tests with the new engine, shows a rapid, steady and even increase of power from the point where the engine seems scarcely to be turning over, up to 2,000 revolutions per minute, when the speed is in excess of 40 miles per hour.

Brake horse power continues to develop evenly until a speed of 45 miles an hour is attained, when the maximum of more than 37 brake horse power is reached and held as the speed increases above that point. Only 31 brake horse power was attained from the previous series engine. It was reached at a lower speed, but not held as the number of engine revolutions increased.

The charts also prove that the new models show a steady increase in power up to approximately 50 miles an hour. This maximum is sustained over a range from about 2,300 r.p.m. to approximately 2,600 r.p.m.

The tests reveal in the new car a more complete reduction of vibration and other physical forces which tend to interfere with full power development. Hupp engineers say that the power curve charts drawn from these tests represent a very close approach to the engineering ideal in the development of power by an automobile engine.

AS WE ARE INSTRUCTED TO WRITE

September.

Ah, what is so well done? Soft fruit-scented breezes; the pale moonlight on the long Open Road stretching far in the distance. The smooth, sleepy droning of a perfectly-tuned motor. The rolling meadows slipping silently past; the hills in the hazy beyond, and as we remarked before, the soft, fruit-scented breezes.

A Roadster, and You and I. Not a care in the world. No troubles ahead and less behind. Nothing to do but go on into the mystic future. Ah, what a delightful world! A night in September, a Roadster, and You and I.

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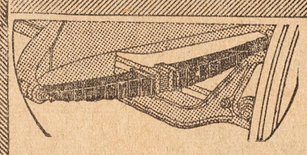

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ROTAGRAVURE SECTION
TORONTO, SUNDAY

The Toronto Sunday World

ROTAGRAVURE SECTION
OCTOBER 28, 1923.



Madam Maria Bazzi, the great Italian tragedienne, has arrived in America, and with her comes her pet pig, presented to her by Enrico Caruso. Madam, on arrival in America, was not weeping, but so soon as she was posted on this page, the Chinese Dragon became interested, and piggie has passed to the Great Beyond.



The Marchioness of Headfort, has arrived in America, to visit her son, Lord William Desmond, who is engaged in the banking business under the modest name of Desmond Taylour.



A very rare type of animal, is this ant-eater from Brazil, its existence has been known, but this one is the first that explorers have seen for over forty years. It is quite docile when fed by Uncle, but the Lord help the Ant who comes too near.

Bits of China's Arts & Crafts are suggested in this Weeks Decorations



Look at these nice little Freshmen of the University, how much they do enjoy crawling through the legs of the Sophomores. There are not many rules to this game, the Freshman who wins is the one who can sit down on the morrow. But it does not say what part of the body the morrow is.





Here are two kittens, John and Peter, who are great chums with a Crocagaitor, named Salome. If history repeats itself, she will get the head of John once again.



Mistinguett, the famous French dancer, has insured her legs for one million dollars. In this picture you get a view of five hundred thousand dollars worth.

William Buttle Yeates one of the pioneers in the restoration of Gaelic, as a literary medium for Ireland. Unfortunately he is now a senator in the Irish Parliament at Dublin, where many speak, but few are heard.

Mrs. Belle Skinner, of Massachusetts, has rebuilt the French Village of Hattonchatel, at a cost of $1,000,000. All the buildings have modern American plumbing and running water, which is the real sensation for the old villagers who have been carrying water from an ancient Roman well for hundreds of years. That she did not change the name of the town to Skinnerville, surprises us.



Something as old as our grandmothers, yet entirely new, is this decorative sport sweater. It is a creation on darned net, and is so distinctly remote from the general line of sport wear, that it deserves honorable mention. Its colorings display a predominance of the Chinese influence which is the last word from "Gay Paree." When we consider that no wardrobe is complete without a sweater or over-blouse we should be pleased with this departure of the fads of fashion with its entrancing combination of the two.



The straight and beltless silhouette is the mode of the moment, and fur is the fashionable trim, so Deauville is indeed extravagantly new when she shows a decided preference for this model. Persian embroidery in daring shades lend a distinctness and pleasingly bizarre effect to the smartness of this wrap coat. One inch tucks and blue fox at collar, cuffs and hem-line fittingly finish the elaborate whole.

Though Paris struggles the cloche still holds its own, and appears mostly in felt. This platinum hat with its grosgrain ribbon developed into a side trim is a graceful complement to its accompanying wrap. Grey stockings and patent leather shoes complete the ensemble of this engaging costume.



Dame Fashion declares we must be elaborately furred and pleasingly feathered ere she would deign to favor us with a fleeting glance. So we may be sure that this interesting creation of black moire caracul tops the mode. Its silhouette is decidedly straight and entirely beltless, and the secret of its attractveness lies in its tremendous sleeve, so appealingly decorated with brown Kolinsky. Again the brown and black combination which is entirely new. The huge choker collar so becomingly achieved lends an air of charm which is undeniable. The hat follows Reboux's leading, and is a clever innovation of the turban with its dashing side ornamentation outlined in gold.

Described by Erma Willard

MADAM WILL YOU WALK?

Never in the history of the world of fashions have designers achieved street apparel which is so comfortably chic. Indeed it would seem that Madam Mode has touched Aladdin's lamp and produced everything one could desire in a single season. She gives us a slim silhouette with unhampered freedom, small hats with softening lines, and fascinating frocks which are at once coquettish and debonair.

So if we would follow her mandates we will see that:—

Blouses are longer this season some reaching almost to the knee.

Paris declares that black stockings are almost extinct, but if indulged in they are very sheer. With black shoes.

The newest frock is straight without a belt and furred to fashion.

The shaving brush trim is the newest declaration for the small tailored hat. The combination of black and brown being most effective.

London displays georgette collars and cuffs as the newest innovation for sweaters and is partial to the front tie belt.

Antoine the bobbed hair specialist of Paris declares that bobbed hair again returns.

Blue is displayed in Paris as the newest of the new. Chinese being the most popular shade.

Skirts are shorter, daytime frocks ten inches and dinner gowns six to ten.

Knitted attire was never so popular and Paris has adopted Indian stripes and designs.

Beaded bags of the finer type are shown, although tapestry or satin in the plain envelope style are newer.

Suzy insists that hats are made to match the suit while her use of fur persists. Marcell Dumay makes a specialty of the tam shape in many variations, and Reboux features the turban.

Black satin frocks with tight sleeves, batteau neckline, and gypsy girdles are favorites at the hotels of Biarritz.

Fur coats have now taken a decided stand as to length. They consist of Jaquette 26 to 28 inches. Full length 50 to 52 inches and the Three-quarter Coat, the newest type, 36 to 43 inches.

Ornamental hat pins are again revived, this time they appear at the side back.

Scarfs are newer and smarter than ever, either square or long. They are mostly of wool and wind around the throat, knot, and fall gracefully down the back.

At a recent Polo match fashion fared forth in a two piece Jersey frock, black was the most frequent, relieved by white collar and cuffs.

Short umbrellas still hold sway with handles of wood and ivory. The tops invariably match the handle.

At the Bal Petrouchka, Biarritz, Russian and Venetian effects almost outrivaled the Chinese influence. Pink was the newest and most outstanding color and velvet the popular fabric.

Gardenias of white or red are the very latest belt bouquets.



This one piece frock of wood brown carmeen cloth is ultra smart. The two bone buttons in the side front fastening and its new treatment of the corded tuck is fascinating in its simplicity; while the ecru collar and cuffs have a tendency to brighten the whole effect.



This costume of Spanish design is singularly attractive. The embroidered flowers of vivid hues which outline the skirt and shawl are reminiscent of a by-gone era. Shawls of course are very new, and this one is truly enticeing because it matches the dress. The chapeau is of black velvet with a back trimming of the tailored bow.





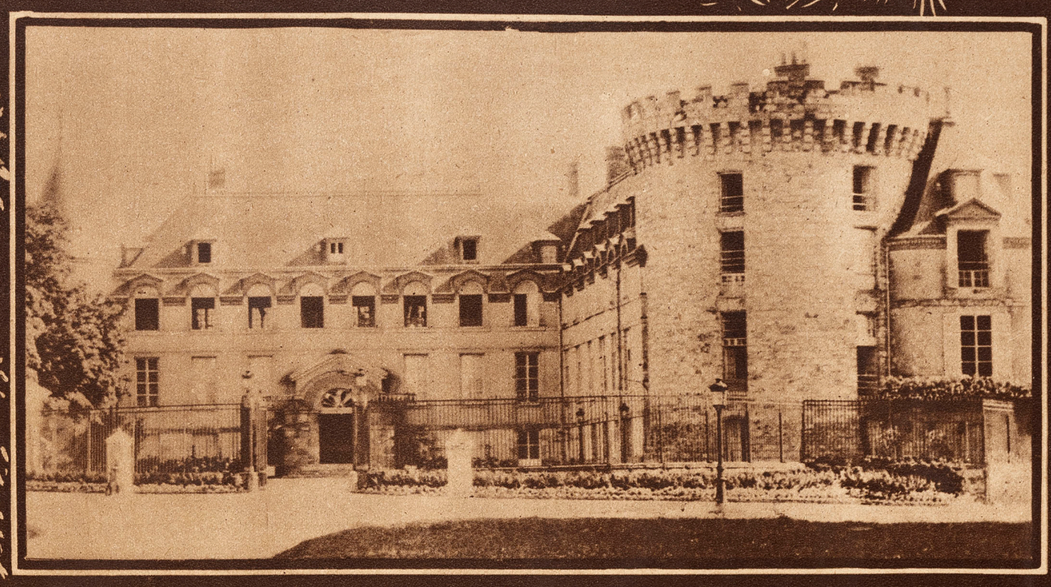
The plain tweed suit has given way to the more interesting tweed in checks and stripes in bizarre colorings of brick and grey. No doubt this sport suit will prove most popular for fall days at Country Club, Field or Paddock. Bone buttons are beyond reproach as a tailored trim and the new departure of an opossum decoration, softens its severity.



When fashion goes a-sporting the plaid topcoat prevails. It appears in grey or brown with a broad bold stripe, hence the popularity of this model of tan wool velour. The cape is new and adds to its utility and comfort. Its large sleeves and side opening follow the trend.



Here is a happy chap, and what do you think he is? A woolly rat or a long tailed monk? He is neither. He is an Australian climbing kangaroo. He can shin up a pole as easily as a cat, and jump from limb to limb as can a monkey. It differs from the ground kangaroo, in that its hind legs are not proportionately so long, and its tail is much longer, otherwise its nature is much like that of its bigger brother.



The Chateau de Rambouillet where President Millerand resides during the summer season, and where the Presidential pheasant shooting takes place in the autumn.



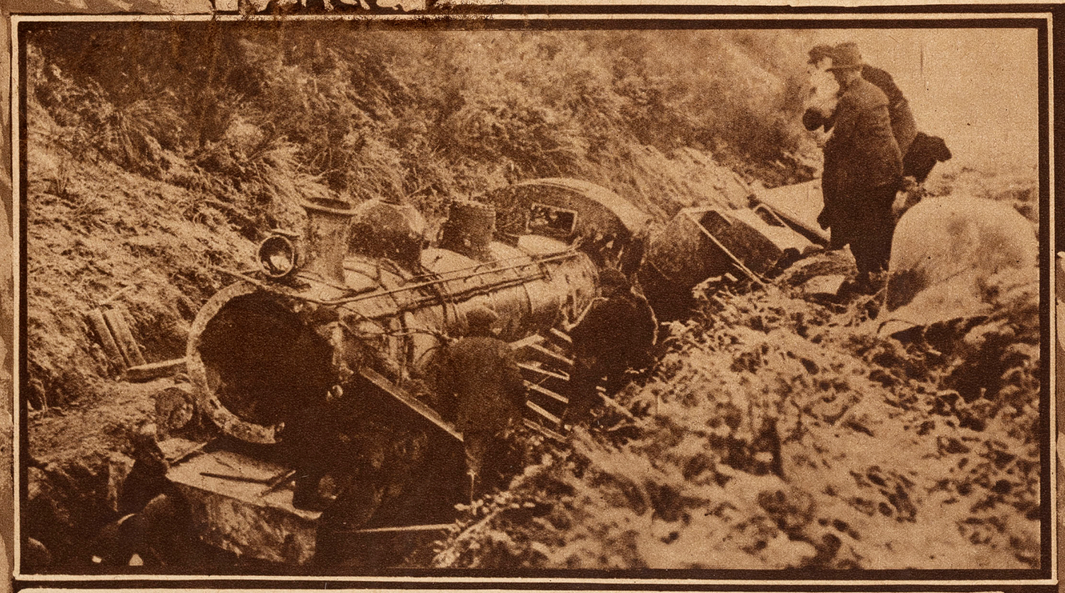
Belgium's air representative, Demuyter, winner of the International Balloon Race for the Gordon Bennett Cup. The Belgian air pilot was declared the winner when his balloon traveled a distance of 600 miles landing in the centre of Sweden, after the start of the race, which took place on the plains of Solbosch, outside of Brussels.



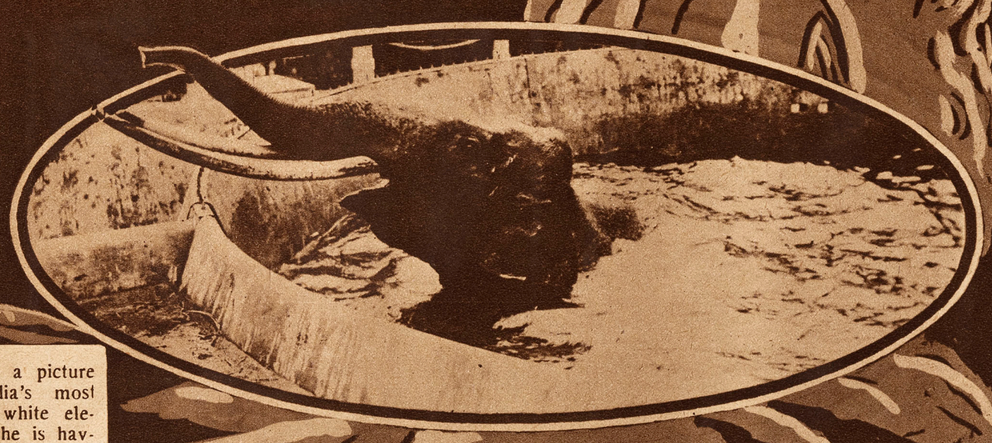
This is the oldest house in the City of New York, Number 1763 Weehawken Street, near Christopher, and is 160 years of age, it is right in the centre of Greenwich Village the would be Latin quarter of America. The picture shows the stairway to be on the outside instead of the inside, this method of architecture was at one time universal, and a bonus was offered by Henry VII of England to all Londoners who would build their stairways inside the building, so perhaps it is due to His Majesty that we don't have to go out in the rain to get upstairs to bed.



Lieperville, Pa., has built in consultation with its city fathers and architects this City Hall, 8 x 8 x 10. We have every reason to think it worthy of Lieperville. The advantage of such a Council Chamber is when the municipality outgrows it, the edifice can be sold as a coop for hens.



The gravest disaster in the history of New Zealand railways occurred when the express train, which left Auckland for Wellington, ran into a hidden landslip just after leaving Ongarue. The engine was derailed, two second class carriages were completely telescoped, and a third piled upon the wreckage of the other two. Seventeen passengers including one woman, were killed or succumbed to their injuries shortly after. Photo shows: The breakdown gang and engineers at work righting the wrecked engine.



This is a picture of India's most sacred white elephant, he is having his bath in the sacred pool specially maintained for his comfort he plays, with other elephants, an enormous part in the religious life of India, and is better taken care of than millions of the people.



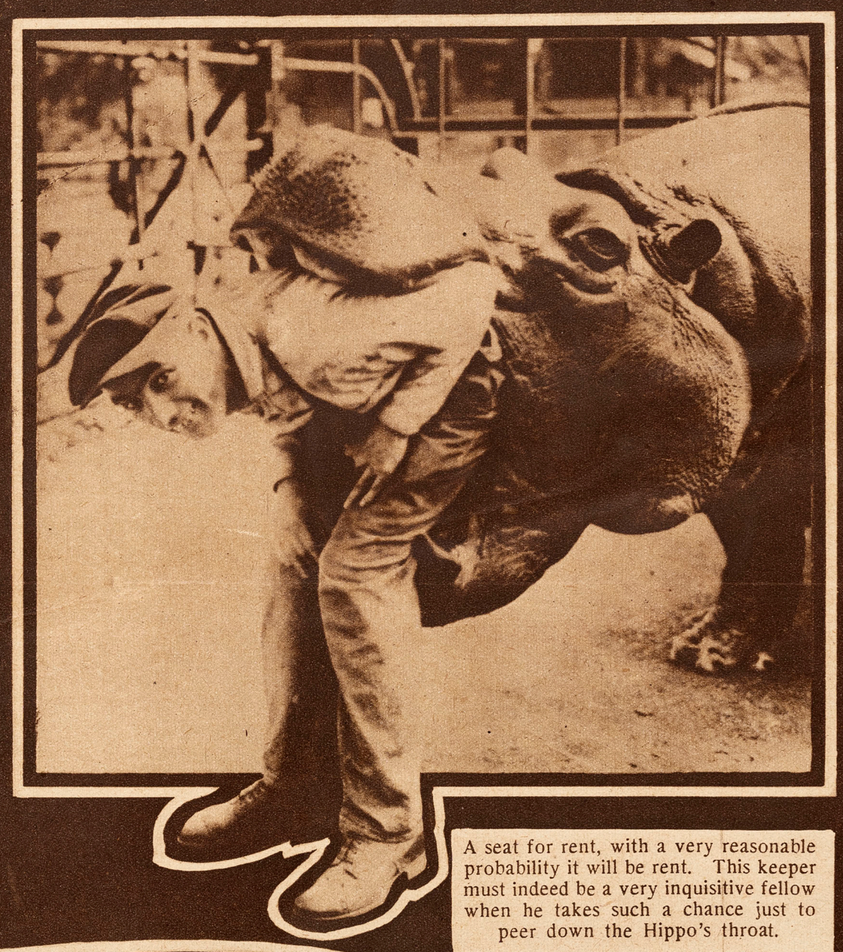
Every year the Coster mongers of London, hold their anual sports at Hern Hill grounds. These are the baskets they use in their trade, when they will carry as many as six loaded with fruit and vegetables. The picture shows a hundred yard dash, each contestant carrying ten baskets.



These mokes and their steed are just off on the start of the race from Vassall-road Camberwell, to Hern Hill sports' ground. Each animal must be driven by its owner, and as no whips are allowed the donkey is egged on by voice only.

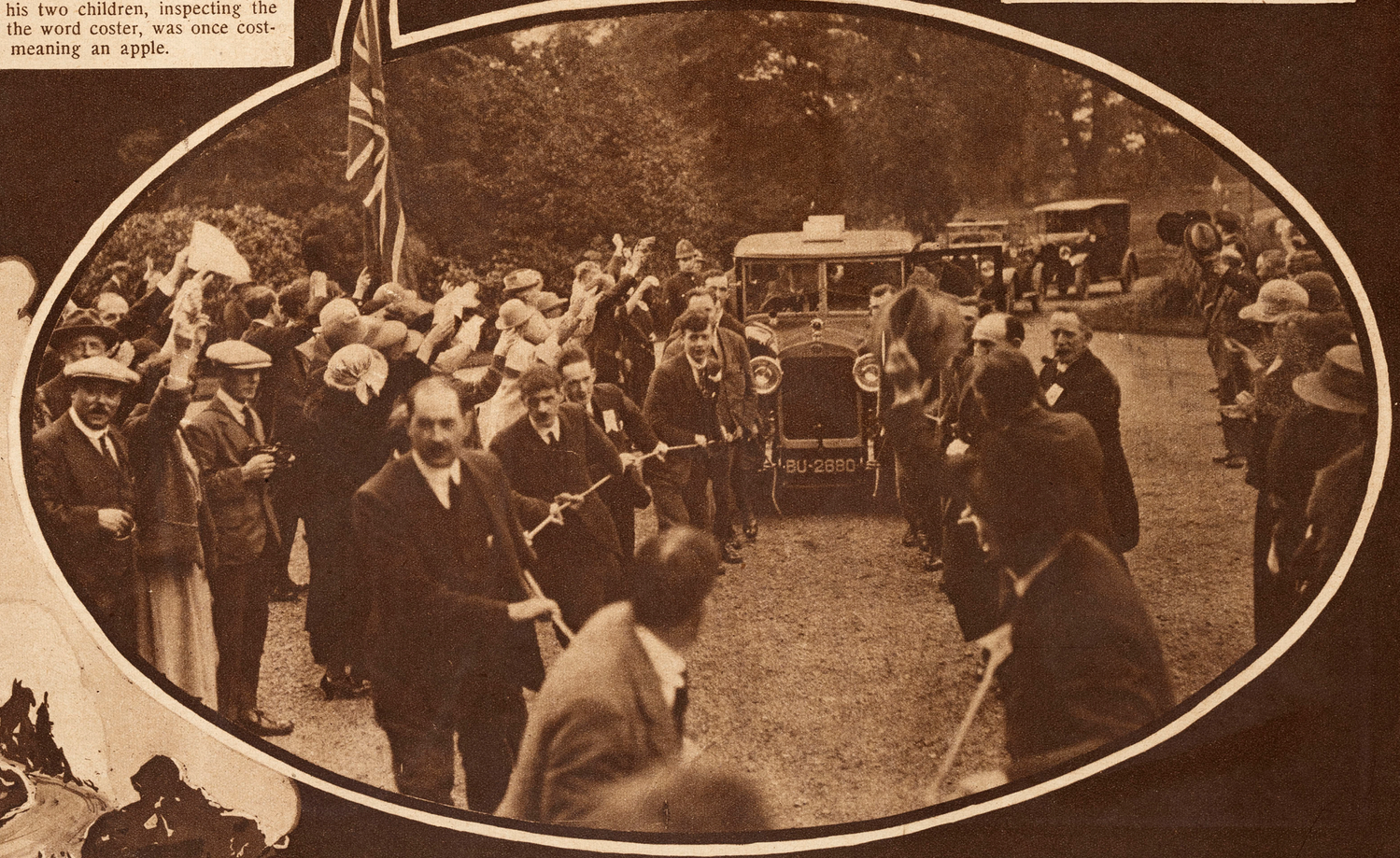


Here is Pearly King, the acknowledged head of the Costers and his two children, inspecting the winning donkey, the word coster, was once costard, meaning an apple.



A seat for rent, with a very reasonable probability it will be rent. This keeper must indeed be a very inquisitive fellow when he takes such a chance just to peer down the Hippo's throat.





Mr. Baldwin, the Prime Minister, paid a visit to the Philip Stott College at Overstone Park, Northampton, where he made a speech after a luncheon given in his honor by the students of the college. Picture shows Mr. Baldwin's car being pulled up the drive of the college by the men students amidst the cheers from the female students.



This little island, with its great pavilion, in the centre of a lake just west of the ancient city of Hang-Chow-Fu, is the seat where the higher degrees of learning are given to the Chinese savants. Thousands of Chinese scholars and wise men come here twice in each three years for examinations and degrees.





Until very recently no European could eat without grave danger any of the vegetables grown by the natives in China, due largely to their methods of fertilization. Of late the French have encouraged the production under modern methods. This picture shows one of the patches from which the 8,000 Europeans of Saigon are supplied.



Photograph of Li Yuan Hung, exiled President of China. He is now living at Canton, having, last June, during the revolution, fled from the executive offices at Peking, capital of the republic.







"China" exchange of San Francisco is no doubt the most unique of its kind in the world. The building is considered one of the most beautiful specimens of Chinese architecture, the equal of which is seldom seen outside of the Celestial Empire. The pagodas or towers are receding stories with gaily colored roofs turned up sharply and highly ornamented. The shape is supposed to shelter the building from the direct rays of the sun, and also to throw the rain water free from the building. The interior is elaborately furnished in true Oriental style, dragons and Chinese designs in color. The woodwork is finished in black ebony and gold.



Photograph of Wi Ching Lien, new Speaker of the House of Representatives in the Republic of China. Mr. Lien has been prominent in Chinese public affairs for years, and occupies his present responsible position by virtue of his popularity.



Even in China there are many knights of the road. They are very much like the hoboes of Canada who, as we know, never steal, but do take odd things of no worth, as chickens, ducks, clothes off the line and occasionally an odd horse that is roaming about a field without an owner. In China, where the pickings are not too good, they turn their hands to tinkering and banditry.



One hundred and fifty years ago the enthusiastic Christian and church dignitaries burned witches right here in America, while in China at that time, as now, the witch women plyed their trade without resort to scientific names. What would have happened one hundred odd years ago if missionaries from China came over here and preached, advocating the abolishment of our joyful practice of witch burning. This lady is equipped with magic box and copper disc, from which she hears the voice of your destiny.



Photograph of Dr. V. K. Wellington Koo, with his wife and child, taken in his garden at Peking, China. Dr. Koo, who was formerly Chinese Minister to the United States, is now Minister of Foreign Affairs in the Chinese Government. He is a man of great learning and culture, and has many friends in this country.

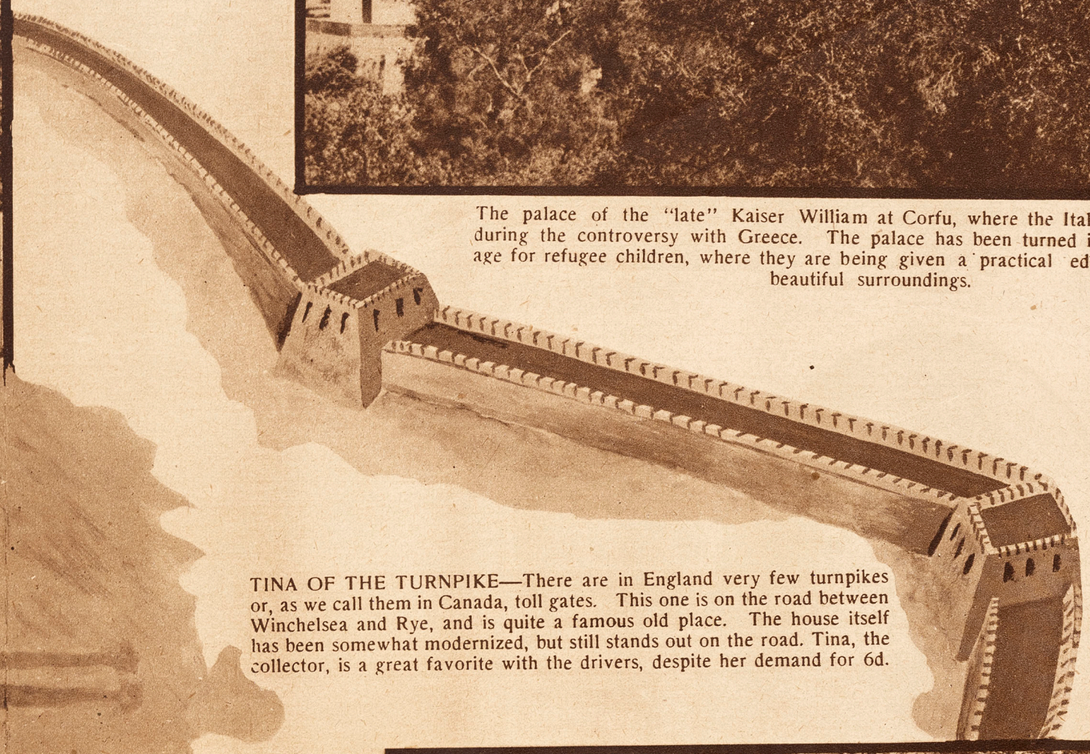
THE GREAT WALL OF CHINA
over 2150 years of age
meanders up hill and down
for 1300 miles.



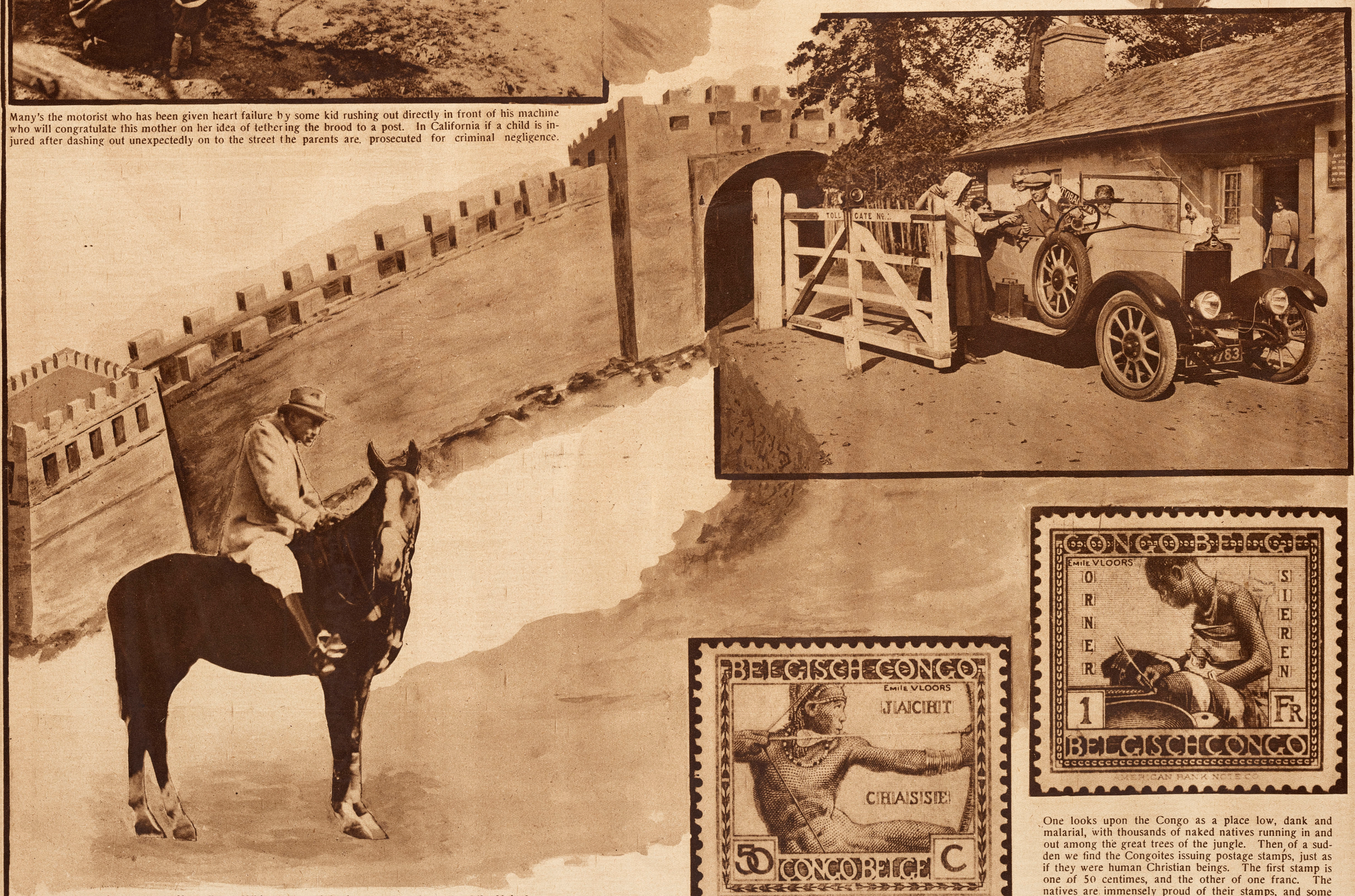
Many's the motorist who has been given heart failure by some kid rushing out directly in front of his machine who will congratulate this mother on her idea of tethering the brood to a post. In California if a child is injured after dashing out unexpectedly on to the street the parents are prosecuted for criminal negligence.



The palace of the "late" Kaiser William at Corfu, where the Italian fleet landed during the controversy with Greece. The palace has been turned into an orphanage for refugee children, where they are being given a practical education among beautiful surroundings.



TINA OF THE TURNPIKE—There are in England very few turnpikes or, as we call them in Canada, toll gates. This one is on the road between Winchelsea and Rye, and is quite a famous old place. The house itself has been somewhat modernized, but still stands out on the road. Tina, the collector, is a great favorite with the drivers, despite her demand for 6d.



One looks upon the Congo as a place low, dank and malarial, with thousands of naked natives running in and out among the great trees of the jungle. Then of a sudden we find the Congoites issuing postage stamps, just as if they were human Christian beings. The first stamp is one of 50 centimes, and the other of one franc. The natives are immensely proud of their stamps, and some of the wealthy are making use of them in place of the proverbial fig leaf.

Harry Payne Whitney, one of the few wealthy aristocrats of the United States, and for many years the outstanding polo enthusiast. He is shown here as one of the judges of the recent matches between the Meadowbrook four and the Hurlingham team which represented Great Britain.

Mae Anna Mong, the only Chinese movie actress in America. She is a Universal star.

Dorothy Dalton—Paramount.

Charlie Chaplin's latest photograph.

Jack Pickford and his wife, Marilynn Miller.

Anna Q. Nilsson—Universal.

Richard Barthelmess—First National.

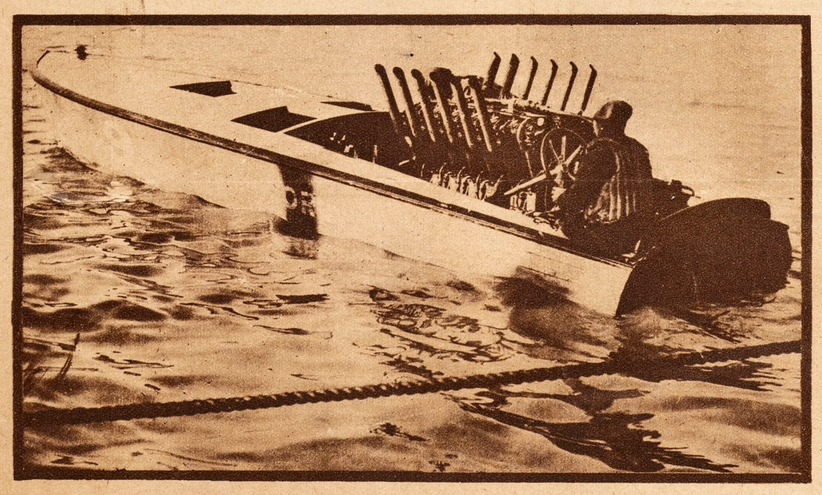
Margaret Morris—Universal.



Have women more red noses since the days of prohibition, or is it because they now make a toilet in the cars, restaurants and the street, that before was done in private? Here is a make-up box with an electric light, contrived so that if enough men are not looking at the make-up performance the light will attract their attention.



To pay an Irishman to fight is like paying an ordinary human being to eat. Yet Mike McTigue gets the fun, money and eats all out of his national inheritance. He is here being escorted to the ring by the police, just before his fight with young Stribling, which caused such a tremendous rumpus.



The "Fore" driven by Elmer Richards, of Chicago, broke all speed boat records, and established the boat as the fastest in the world when he drove it 10 miles in 13 minutes and 55 seconds at the Hydroplane speed boat races on the Ohio River at Cincinnati. After the race had been completed the "Fore" struck a log and sank to the bottom. The photographer states this picture was taken before the race, which we think altogether likely.



Miss Edith Cummings, of Chicago, won the women's championship by defeating Miss Alexa Stirling, of Atlanta, at the Westchester Biltmore Club, Rye, N.Y. Photo shows the new champion with the cup presented to her.





She Found A Pleasant Way To Reduce Her Fat

She did not have to go to the trouble of diet, exercise or unpleasant greases and salves. She found a better way, which aids the digestive organs to turn food into muscle, bone and sinew instead of fat.

She used *Marmola Prescription Tablets*, which are made from the famous Marmola prescription. They aid the digestive system to obtain the full nutriment of food. They will allow you to eat many kinds of food without the necessity of dieting or exercising.

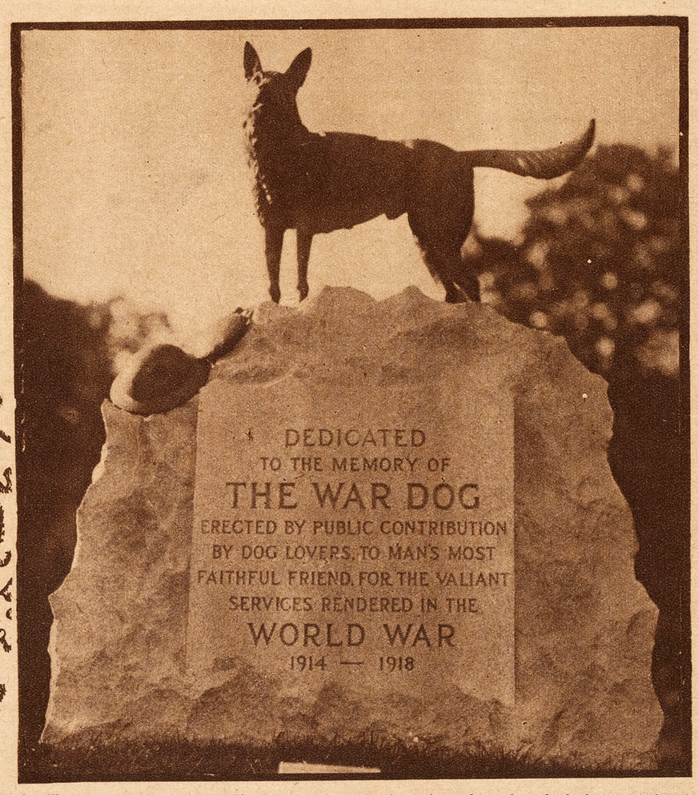
Thousands have found that *Marmola Prescription Tablets* give complete relief from obesity. And when the accumulation of fat is checked, reduction to normal, healthy weight soon follows.

All good drug stores the world over sell *Marmola Prescription Tablets* at one dollar a box. Ask your druggist for them, or order direct and they will be sent in plain wrapper, postpaid.

MARMOLA COMPANY
225 Garfield Bldg., Detroit, Mich.



Enrique Tirabocchi, Argentine millionaire, who after spending 250,000 francs in three attempts, swam from Calais to Dover in the incredible time of 16 hours 25 minutes. He is the first man in history ever to accomplish it from French shores, winning Daily Sketch's $5,000 prize and gold medal from Channel Swim Association. His time was eight hours faster than that of Sullivan, who swam south. Photo shows him receiving $5,000 from the Italian Consul-General, London, in behalf of the Daily Sketch.



The first monument to "The War Dog," who played such a helpful part in the late war, is to be unveiled at Hartsdale, N.Y., when representatives of all nations that participated in the world's war will take part. It was executed by Robert Caterson. The dog is represented as finding a wounded soldier. Over 4,000 dog pets are buried in the canine cemetery at Hartsdale, where this splendid monument to "The War Dog" is to be unveiled.

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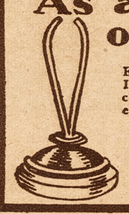

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