

EMPIRE DAY OBSERVED

IN THE SCHOOLS OF THE CITY ON FRIDAY

Flag Raising Ceremonies Were a Feature—Programmes of Song and Story Concerning the Glorious British Empire

(Continued from Page 2.)

In Louise School

At 9 a.m. the ceremony of flag-raising took place. The songs sung were "God Save the King" and "Three Cheers for the Red, White and Blue." The morning session included lessons on England's size, extent and dominions. There was essay-writing by senior pupils.

At the afternoon session, programmes of songs, recitations and speeches were given in various class rooms. An interesting personal touch was given to programmes in the senior class rooms by the reading of letters from pupils living in the different parts of the British Empire. Letters were read from Jamaica, Bombay, Khartoum, Kingston-on-Thames, England; Hamilton, Bermuda; Georgetown, British Guiana; Sydney, Australia; Christ Church, New Zealand, and Cape Town, South Africa. These letters were replies to letters sent from senior fourth-class in January, 1914, and contained much interesting live information about the countries named.

The following pupils took part in the programme: Mary Hooper, Alisa Eva, Edna Hall, Vera Harkness, Donald Reughton, Eckford Gow, Myrtle Hewitt, Alma Stafford, Jennie Boon, Lily Saunders, Vivian Sills, Willa Duff, Albert Wright, Lionel McKay, Elsie Harper, Francis McMaster, Flora Sinclair, Vivian White, Lillian Clow, Dorothy Ruffell, Jean Simmons, Roy Sharpe, Annie Trotter, Eric Murray, Jack Gamble, Elizabeth Walker, Gertrude Kingswell, James Turner, Letitia Turan.

In Central School

In the afternoon this programme was given: "The Sea is Britain's Glory" by the school; reading, "The Tie That Binds" by Hester Gardner; "O Canada," by the school; address, W. H. Macnee, chairman of the Board of Education; "John Bull's Children," senior fourth; "Hail! King George," school; reading, "The Maple," Gladys Abbott; "My Own Canadian Home," school; piano solo, Grace Pound; "Heart of Oak," school; "God Save the King," school.

At Cataract School

At nine o'clock all the children assembled in the school yard, and after saluting the flag, sang the National Anthem, then marched to their class rooms, where part of the morning was taken up with patriotic exercises.

In the afternoon all the classes marched to the principal's room, where a programme was given. Edmund Ormiston, acting as chairman, opened the concert by a very appropriate address. The programme included:

Chorus: "Our Father's Land and Ours," by the school; "Queenston Heights," Senior First class; "O Canada," school; "Kipling's Children's Song," Second class; "Canada Forever," school; "Hail! King George," Third class girls; "The Maple Leaf," Junior First class. Then followed short addresses by Miss A. M. Machar, Rev. S. J. M. Compton, and Dr. A. E. Ross, M.P.P., after which prizes were given for the Band of Mercy essays. The National Anthem was then sung heartily by all, and the classes were dismissed.

At Depot School

The morning of Empire Day was observed by the pupils assembling in the school yard, and after saluting the flag, singing "God Save the King."

In the afternoon the pupils listened to very interesting and instructive addresses by Dr. G. W. Bell, chairman of the school. A number of patriotic songs were sung by the class, and recitations were given by Willie Francisco, Louis Harland, Archie Chart, Ernest Drax, Agnes Smith, Norman Walls, Marguerite Phillips and Joan Irwin. In a dialogue, "Flags of all Nations," the following took part: Archie Chart, Cora Kemp, Joseph Mason, Olive Mason, Evelyn Kirkwood, Fletcher Bryant, Albert Martin, Willie Harland and Reginald Howland.

TO PREVENT LOSS.

Standard Practices Will Now be Adopted on Line.

Montreal, May 22.—W. A. Arnold, freight claim agent at the Grand Trunk railway system, has returned from the annual convention of the Freight Claim Association, held at Galveston, Texas. He was elected first vice-president of the association whose membership represents no fewer than 421 railways, with a total mileage of nearly 300,000 miles.

"The slogan of 'Prevent loss and damage,'" said Mr. Arnold, "will now be adopted by the association, which has hitherto been largely occupied with the questions of adjustment. Each railway will be asked to adopt standard practices in connection with the handling of freight and penalties will be prescribed for failure to comply with such standards."

The Grand Trunk freight claim agent pointed out that one of the chief causes of loss and damage was the absence of such uniformity of system, and expressed his confidence that standardization would greatly reduce the amount of loss.

Dr. H. S. Manshard will leave Smith's Falls in a few days for Big Muddy, Sask., where he will be engaged as boundary inspector for the department of agriculture and also act as sub-collector of customs.



MOST EXCITING SCENE ON THE ENGLISH STAGE AT PRESENT.

It comes at the end of "My Lady's Dress," a play by Edward Knoblauch. There is no time wasted on chatter or epigram. The brief episode advances with Greek-like rapidity. It shows first the mannequin's life in front of the curtain, and after behind, when she is alone with the manager. Miss Gladys Cooper, as the mannequin, hears him discussing her with a friend. "No, dear boys, I'm just breakin' in one of my gowns." This is the last straw. The mannequin seizes a glittering pair of scissors and plunges it through the curtain, as one sees here.

HEREDITARY TITLES.

Main Cause of Flunkism in British Social Life.

London, May 22.—In the House of Commons, A. A. W. H. Ponsonby, liberal M.P. for Stirling, secured unanimous leave to introduce a bill to abolish hereditary titles. He said that all were agreed that the hereditary principle for legislators should lapse. It was a relic of the past and the main cause of the unflinching snobishness, sycophancy and dunking in British social life. (Laughter and cries of "hear, hear.") He concluded with the eldest sons who had no outlook in life, but to become peers. While the bill would not prevent the giving of honors to distinguish men, it would enable the present holders of titles to free themselves from the onerous prominence and the disadvantages and disabilities forced upon them.

A fattened calf maketh a full stock.

gami reserve, where he will be employed as fire ranger.

Mrs. John Beaton, Smith's Falls, died, on Friday last, aged twenty-three years. An infant and a sorrowing husband survive. Deceased was formerly Gertrude Fallas, Almonte.

Robert Arnold, aged sixty-five years, of the township of Kaley, who resided with his brother, William, died on May 11th and was buried at Wolford chapel.

During the past year the revenues of the Smith's Falls Methodist church were \$8,113, some \$700 more than the previous year.

Peter Maitland, a traveller for James Corstine & Co., Montreal, died on Saturday, aged fifty-four years. The remains were buried at Wolford, near Smith's Falls, the family home.

F. Knox, Madoc, has purchased a boot and shoe business in Bowmanville.

Allan Craig, Smith's Falls, a Queen's student, left last week for the Tenn-

IMPORTANT ANNOUNCEMENT

The Canadian Pacific Change of Time, May 31st

In connection with the coming change of time on the Canadian Pacific Railway, effective May 31st, many improvements in train service have been made, notable among these being the inauguration of solid de luxe trains, carrying compartment-library-observation car, electric-lighted standard sleepers, together with standard dining-car service between Montreal-Toronto-Detroit-Chicago, via Canadian Pacific and Michigan Central Railroad, commencing westbound May 31st and eastbound June 1st.

These palatial trains will be known as No. 19 and No. 22, the former leaving Montreal 8.45 a.m., arriving at Toronto 5.40 p.m., arriving Detroit 11.35 p.m. (central time), arriving Chicago 7.45 a.m. Train No. 22 will leave Chicago 9.30 a.m. (central time), arrive Detroit 3.55 p.m., arrive Toronto 11.20 p.m., arrive Montreal 9 a.m.

The new Toronto-Winnipeg-Vancouver service should be greatly appreciated. No. 3, now leaving Toronto 10.20 p.m., will leave at 5.40 p.m., running through solid to Winnipeg and Vancouver, carrying only the highest class equipment. New train, No. 7, will leave Toronto 10.50 p.m., running through solid to Winnipeg, carrying standard sleeping cars, dining car, tourist sleeping cars, colonist cars, first class coaches, etc. Equally good service returning from the west. Particulars from Canadian Pacific ticket agents, or G. Murphy, district passenger agent, Toronto.

DID NOT HAVE TUBERCULOSIS.

John Dillon, of Gananoque, Died of Pernicious Anaemia

In last Monday's issue of the Whig, the Gananoque correspondent stated that John Dillon, of that town, had died in the Hotel Dieu, Kingston, of the white plague. On Thursday afternoon, his widow called at the Whig office and showed a certificate from deceased's attending physician, Dr. James Third, of this city, stating that death was due to pernicious anaemia and hardening of the spinal cord, and that Mr. Dillon did not have tuberculosis in any form. The Whig regrets the error made by its Gananoque correspondent, and makes this correction in justice to Mrs. Dillon.

Why Hurry?

In Mexico time is of little importance. A Canadian civil engineer, who was engaged on some railway work there, was once trying to show a native how much the new railway would benefit the country.

"How long does it take you to carry your produce to market at present?" he asked.

"With a mule it takes three days," was the reply.

"There you are!" exclaimed the engineer. "When the new railway is in operation you will be able to take your produce to market and return in one day!"

"Very good, senior," was the placid reply: "but what shall I do with the other two days?"

Gage's Fire Sale

100 cases Helms Fork and Benson, Reg. 25c. Sale price 2 for 25c.
150 jars Chivers' English Jam, Reg. 25c. Sale price 2 for 25c.
100 jars Chivers' English Marmalade, Reg. 25c. Sale price 2 for 25c.
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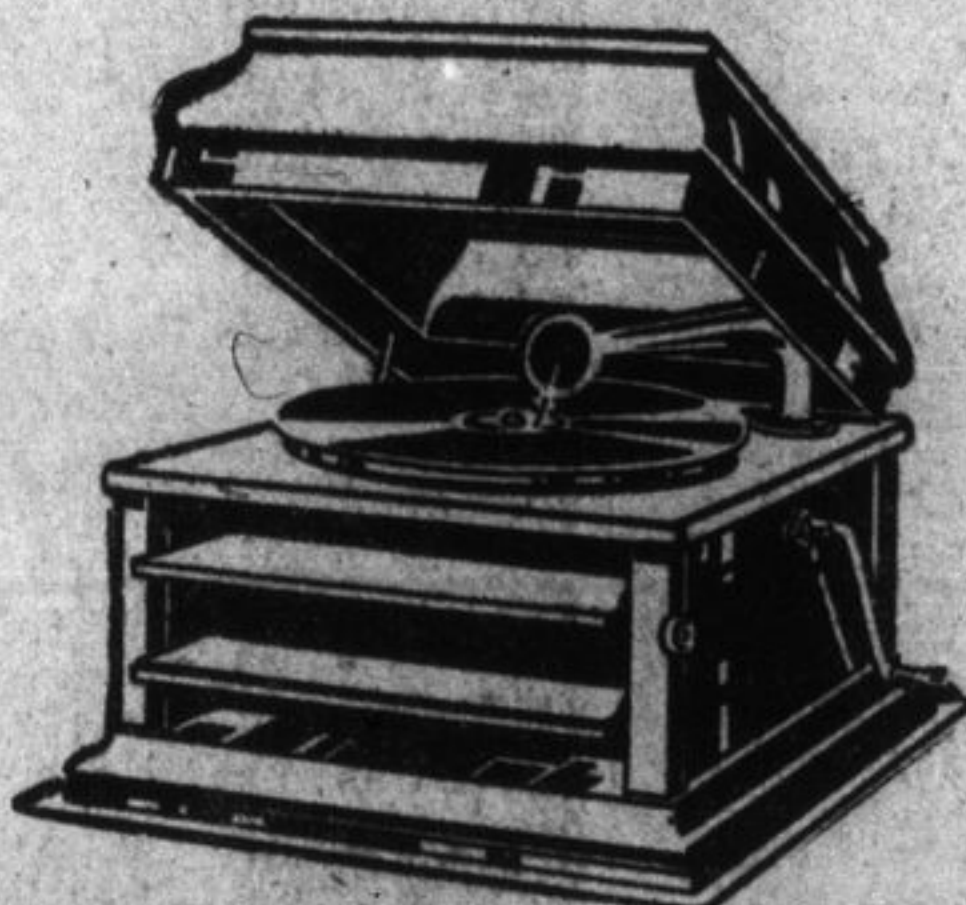
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