

## THE OPPOSITION- MAKES FARCE OF POWER QUESTION

(Moncton Transcript.)  
Commodore Stewart who presided over the operation of formulating the opposition platform was determined that the party would not be committed to any radical principle if he could help it. The St. John delegation wanted the convention to declare in favor of the public ownership of water powers, but the commodore and his bold crew of ancient mariners on the resolutions committee would not have it so. First they put up a strong fight to prevent the St. John resolution being read to the delegates, and failing in that they continued their obstructionist tactics till the St. John men abandoned their purpose in disgust. So instead of a purposeful plank the convention simply adopted a sentence from Mr. J. A. Murray's programme of promises at the last elections. The party was merely committed to the policy of collecting information about our water powers with a view to development.  
This enunciation of the St. John resolution is largely superfluous. It shows the convention possessed little knowledge of public affairs. Only a few days before Premier Foster had announced that the commission of experts working under a joint arrangement of the provincial and federal governments had about completed their scientific survey of the water powers of the province; that their report would be submitted to the next session of the legislature, and that on the basis of the information thus obtained the provincial government would submit a bill providing for the development of water powers, both on the lines of public and private enterprise. In view of this for the opposition to pledge itself if returned to power to collect information with a view to development is peculiar to say the least. Were they so ignorant of public affairs that nobody knew what was going on? Or were the leaders merely anxious to

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side track the question? Their resolution says in effect that the information collected by the present commission is of no value, and that its work will have to be done over again. This is rather hard on the Borden government which appointed an expert to work with the local government's expert.

### TOURING BRITAIN COSTLY PLEASURE

London, Nov. 13.—To tour England now, even in the most modest fashion, costs two or three times as much money as it did five years ago. A word to the wise is sufficient. To live comfortably but in an unpretentious neighborhood in London, a tourist must spend \$2 to \$2.50 a day for a room and \$2.50 to \$3 for board. In other times even an exacting

tourist could get a good room and a good breakfast for \$1.25 a day. Anyone who contemplates a tour of England in the near future had best count on an expenditure of \$5 a day for food and board alone. Let him figure on paying 60 to 75 cents for breakfast, 75 cents for luncheon and \$1 to \$1.25 for dinner, and this in restaurants where the prices are most moderate. But the tourist who has money enough to reach a remote district of England can get a room and breakfast for \$1 a day. "Who has money enough" is written deliberately, for railway fares everywhere are 50 per cent higher than in 1913, and, in many cases, 200 to 300 per cent. Fares were raised to discourage railway travel and they have never been lowered. One used to pay 85 cents for the round trip between London and

Brighton; now the fare is \$3.15. A cheap excursion could be made from London to the Shakespeare country for \$2 or \$2.50; now the fare for the round trip, third class, is \$6.30.  
As for souvenirs to take back to America—the prices are sky-high, like those of everything else. And, at the moment, there is no prospect that prices will tumble.

### REORGANIZATION OF RAILROADS IN UNITED STATES

Washington, Nov. 13.—Four important points of the railroad re-organization legislation were settled by the house today during consideration of the Esch railroad bill. Each of the provisions approved has far-reaching effects in providing capital to the carriers, both in the period immediately following government control and afterward. With one exception, all of the provisions provoked sharp fights, but only one was changed.  
In brief, the provisions approved by the house provided:  
"Carriers must ask the interstate commerce commission for general increases of rates, within sixty days after their return to private operation."  
"Revenues of carriers, including short

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lines and express companies, for the first six months of private operation are guaranteed by the government to equal the corresponding standard return paid as rental by the government, during federal control.  
"Carriers' indebtedness to the government, remaining after a settlement of the rental owed by the government, may be funded for ten years on demand notes, at six per cent interest and "Carriers may obtain government loans from a \$250,000,000 revolving fund during the first two years or renewed private operation, such loans to mature in five years, bear six per cent interest, and to be secured."

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# Only One Day More—

Whatever happens now, St. John city and county is going "Over the Top" in the Victory Loan Campaign as the gallant Canadians went over in the final drive which brought victory to the Allied arms in the Fall of 1919. But all, not all, are bearing arms.

Cold figures show that the White Feather is worn by more than 4,000 investors who, last year, staked their money on the good name and future prosperity of their country. Two days before the campaign closed last year 8,771 purchasers had taken bonds to an average extent of \$581 each. This year but 4,217 citizens have signed their applications and these represent an average of \$781.

This means that the business men are taking larger amounts to save the good name of St. John but that the small investor is still to be heard from. There is time yet to make a new record for St. John if the same number will respond this evening and tomorrow to the appeal of the canvassers.

Call Victory Loan Headquarters, Main 3945 and have the canvassers call or send in your subscription through the Y. W. P. A. workers who are conducting booths in the following stands:

S. H. Hawker's Drug Store, Corner Main and  
Paradise Row.  
R. B. Travis, Corner Main and Portland streets.  
E. R. Robertson, Corner Main and Douglas Ave

Glendon H. Allan, Fairville Drug Store.  
Imperial Theatre Lobby.  
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