

POOR DOCUMENT

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THE EVENING TIMES AND STAR, ST. JOHN, N. B., SATURDAY, JUNE 12, 1920

The Evening Times and Star

ST. JOHN, N. B., JUNE 12, 1920.

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SIR EZEKIEL MLEOD.

The career of a distinguished citizen terminated at Hampton yesterday, when the former chief justice, Sir Ezekiel McLeod, passed away. He was one of a group of very able lawyers the county of Kings has given to St. John, and like some of the others he became active, prominent and successful in political affairs. It was on the bench, however, that he achieved his highest honors. Made an attorney in the year of confederation he devoted himself to his profession for many years and won a high reputation. When later in life he was appointed to the bench the profession at large agreed that it was a reward of merit as well as a recognition of high character. Throughout his career as a judge he retained the fullest confidence of the people, and the profound respect of the members of the legal profession. A somewhat reserved man, Sir Ezekiel was never active in general affairs apart from the line of his duties; but he took a very deep interest in educational affairs, especially in connection with the University of New Brunswick. Rather averse to social gaiety, he had always a circle of close friends, by the services of whom his passing will be deeply mourned. He had attained the age of four-score years, and despite ill-health, enjoyed life to the last, with the rest of a man whose years had been filled with purposeful activity, and honorably devoted to the service and the welfare of his country. Sir Ezekiel McLeod was a young man when the Dominion of Canada was born, and lived to see it grow to its present noble proportions. He helped in his own province, and for a term in the parliament at Ottawa, to shape its destiny. He has gone to his rest at the close of a long, a high and an honorable career, such as may well prove an inspiration to young men in the legal profession in his native province.

NOVA SCOTIA POLITICS.

An interesting political convention is called for today at Sydney, its avowed purpose being to "bring about a political fusion of the Labor Union, the Farmers and the War Veterans in Cape Breton county." At a preliminary meeting held at Glace Bay a few days ago, Mr. John Watson, president of the Independent Labor party, said it was their intention "to have a ticket placed in the provincial field composed of two labor representatives, one farmer and one veteran."

The Halifax Chronicle falls upon this movement with clubs. It says:—

"Of all the incongruous political combinations ever imagined, much less seriously proposed, this of a fusion of Laborites, Farmers and Veterans is the most grotesque. There is practically nothing in common among them or between any two of them. In the first place, the farmers of Nova Scotia are ordinary good citizens, devoted to the common interests of the country. At least they have always proved themselves so, and have not yet shown any signs of a change of heart or disposition. They have heretofore been content to co-operate with their fellow-countrymen of every occupation for the advancement of the general welfare."

The Chronicle charges that a sudden zeal for the establishment of class distinctions in politics has been kindled in labor, due to the activity of certain leaders who are not paid for political work and should confine themselves to that for which they are paid. It further asserts that there is no room in Nova Scotia for more than two parties. This, however, is obviously not the view of the farmers, who have just adopted a platform and decided on a province-wide propaganda in favor of a farmers' party. They decided not to nominate candidates until their organization was completed, and this may spoil the convention at Sydney, so far as they are concerned. It is quite clear in any case that there are to be three instead of two political parties in Nova Scotia. The farmers' movement appears to have definitely spread to include that province, although in some sections it is not received as yet with any enthusiasm.

AN ENGLISH ILLUSTRATION

While in this city and province we are only at the beginning of an effort to introduce vocational training it is interesting to note what is being done in England. In the city of Leicester an up-to-date history and textile school is to be established to train young people for those leading industries of the city. The Leicester Mail says:—

"The need for technical instruction has long been recognized by the local educational authorities and manufacturers; but if the city's position in the British hosiery industry is to be maintained an extension of the existing facilities has become imperative. To this end the movement to provide further accommodation for studies at the school was initiated in the spring of this year. It was in February, 1918, that the Technical House he declared 'disagreements' of new sciences, which he considered was his masterpiece. It was there also that he received the poet Milton and was presented by Holland with a golden chain in acknowledgement of his services to science."

perits in various departments of the trade. The outcome of the deliberations that followed was a recommendation that a comprehensive school of hosiery and textiles should be established, capable of giving a complete training in all branches of the trade. The committee suggested the introduction of new and up-to-date machinery capable of producing standard varieties of hose, underwear, fancy hosiery, and outerwear, whether fashioned or in the piece. They recommended that such appliances as were unsuitable for instructional purposes should be retained as articles of historical value. Their efforts to place the textile section of the school on a sound basis were further encouraged by the assurance that the local education authority would be willing to provide the necessary building if the trades primarily interested came forward with the required equipment."

That is to say, the manufacturers co-operate with the educational authorities. And not the employers alone, as the appeal for subscriptions was made to the employees of factories as well, since their children would largely benefit. This last appeal is heartily endorsed by the mayor, who is himself a trade union official. How thorough the training will be is shown by the following paragraph:—

"The scheme includes within its scope framework knitting, spinning and machine construction. The first is regarded as the pivotal subject, and embraces the dyeing and finishing of hosiery, underwear and other goods. Hosiery and underwear are looked upon as the core of this section, because they are the most important from the industrial standpoint, as well as the staple articles of the city and district. Provision is also made for the production of 'fancy hosiery,' like coats, jerseys, and gloves, and for the dyeing and finishing of those articles. Cutting and seaming appliances of various descriptions are provided to make complete articles ready for the market. Machines to run constantly for the production of stockings and half-hose, shirts, pants, combination dresses, and vests have been selected."

The desire for technical training is shown by the fact that with inadequate facilities several hundred students are enrolled at the existing school and many applications had to be refused. This strengthened the appeal for the larger institution, which is to cost \$250,000, and the Mail says:—

"The success of the scheme is vital to the industry, and it is gratifying to learn that it is being taken up with enthusiasm. The aim of the promoters is to give every boy and girl wishing to obtain efficiency in the hosiery and textile branches of the trade an opportunity of doing so."

It is not surprising, in view of the spirit displayed by employers and workers as well as the educational authorities, that Leicester is confident of the ability of its industries to compete successfully in the markets of the world.

The large number of journalists from all parts of the United States who will be in St. John on Monday should be given a very hearty reception. It is an opportunity to extend hospitality which every citizen should appreciate. A good display of flags would be a friendly expression that would be appreciated. Our summer climate and our scenery will commend themselves. The friendly spirit of the people should be no less manifest. These visitors when they return home will tell millions of people about their visit to the maritime province and their attractions for summer visitors.

As to the relative merits of public and private ownership the Toronto Globe says: "Twenty Ontario municipalities have been given a reduction of Hydro-electric power charges. The efficiency of private ownership in similar circumstances would be demonstrated by raising the profits of shareholders."

The new taxes are giving a lot of trouble at Ottawa, but not half as much as they are to mechanics all over the country. They are the most vexatious that have ever been imposed.

McGill medical faculty has had this year a record registration. It is interesting to note that no less than one hundred and forty-five former soldiers were among the students.

"The Republicans are having a very interesting time choosing a presidential candidate. Will a dark horse presently appear?"

MOVEMENT TO MAKE GALILEO'S HOME A NATIONAL MONUMENT

Rome, May 23.—(Associated Press Correspondence)—A movement has been started to make the home at Arcetri, called "Jewell," where Galileo lived from 1631 to 1642 a national monument and to collect there all Galileo relics. While Galileo lived at Arcetri he was called to Rome to answer a charge of heresy before the return he witnessed the death of his daughter, who was a nun. In this particular house he dictated "dialogues" of new sciences, which he considered was his masterpiece. It was there also that he received the poet Milton and was presented by Holland with a golden chain in acknowledgement of his services to science.



(Copyright by George Matthew Adams.)

PLACING THE BLAME

Of all wild times these are the worst; our divers goats we lose, and sages with an aching thirst blame things to lack of booze. The honest toiler can't get stowed when his day's work is o'er, and so he strikes, in bitter mood, and jumps the useful chore. If he continues at his task, though angry, sad and dry, oh, what the thirsty sages ask, will that man's wages buy? He cannot buy a crate of gin nor purchase beer or ale; to take his toll, and put it in the bank. He has to buy a house and lot or get his children duds; for in the village there's no spot where he can purchase suds. He has to spend for useful things the toilstained, hard-earned sum that he would gladly see take wings where reigns the Demon Rum. Then who can wonder that he spurs the job with wages less, when he can't buy, with all he earns, a flagon or a stein?

CANADA—EAST AND WEST

Domestic Happenings of Other Days

THE ST. LAWRENCE RAPIDS.

Thousands of people every summer are thrilled with the experience of running the St. Lawrence River rapids; it is one of the delights of the huge crowds of tourists and vacation people who travel the river. About five miles below Prescott the head of the first—the Galop—is reached. It is not so violent as others that are encountered farther. Just below the ship enters the swirling waters of the Du Plat rapids and soon afterwards one reaches the nine miles of tumbling water of the turbulent Long Sault. After this is reached and entered the ship races through at a speed of twenty miles an hour with all the power shut off, carried along by the force of the current alone and with a perceptible going down hill feeling on the decks. Just below Cornwall are the Coteau Rapids—two miles in length and very swift. Seven miles farther down the river is a peculiar one called the Coteau. There is a peculiar motion to the ship as it seems to settle down as it glides over one ledge to the next. A few minutes the ship is at the Split Rock rapids, so called from a huge boulder at its entrance. At one moment the vessel seems to be running straight into the rock but a skilful hand puts the helm over to the right and the instant the steamer glides into safety.

Then comes the Cascades, so called from the appearance the river has of leaping down to a lower level. Here the waves are capped with white foam more than at any of the other rapids in the river.

After a delightful trip by St. Anne de Bellevue and across Lake St. Louis the last of the big tumblers is met. It is the last of the big rapids, and is the most dangerous of the lot, the water leaping and tumbling in every direction and tossing the boats. The water is so white with foam that it is difficult to see the bottom. It is a place where the water seems to be narrowing up stream and channels so narrow that only a skilful hand at the wheel can pass safely.

At the foot of the rapids the ship races the current and the waves are high. The greatest Victoria bridge to the dock at Montreal.

THE WINNERS

Between two billows of the downs
The little hamlet lies,
And nothing save but the bold crowns
Of the hills, and the blue sky.

Clustering beneath the low descent
The red roofs nestle, overpelt
With lichen yellow-gold.

We found it in the midday sun
Basking, what time of year
Sweet from the hills the sun began
The first leaves of the year.

High from his loam a woodman pitched
His faggots on the stack;
Knee-deep in straw the cattle twitched
Sweet from the hills the sun began.

And from the barn hard by was borne
A steady hum of the mill;
By which we knew that threshed corn
Was winnowing, and went in.

The sunbeams on the motley air
Streamed through the open door,
And the grain upon the floor
Was winnowing, and went in.

One turns the crank, one stoops to feed
The hopper, lest it lack
One stands to hold the sack.

We watched the good grain mill feed,
And the awns fly in the draught;
To see us both so penitently
The honest laborers laughed.

Merry they were, because the wheat
Was clean and golden and good,
Pleasant to hand and eye, and meet
For market and for food.

Robert Bridges.

LIGHTER VIVID.

Fitted to Part.
Down at foot and human looking,
The amulet for a face faced the theatrical manager.
"You were on the boards?" demanded the latter.

"Oh, yes," was the reply.
"What in—come, drama, Shakespeare or comedy?" enquired the manager.
"The man scratched his head, stunned by the flood of questions.
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THE LIQUOR TRAFFIC.

To the Editor of the Times:
Sir—Permit me to make a few quotations and remarks in your valuable paper bearing on the question of prohibiting the liquor traffic.

In a publication of the United States, called the Outlook, bearing date of Aug. 8, 1914, the following three paragraphs are credited to a manufacturer of railway cars:

"Hanson as such had little to do with it except that it started it. The thing that made them men efficient was cutting out the drink. Billy Sunday says that all on the water wagon. They became sober and stayed sober. They could run their machines with steady hands and true eyes. The men themselves realize what a difference it makes. They are strong for prohibition. If the people of Pittsburgh and its vicinity could vote on the temperance question today the saloon would be wiped out there."

"The manufacturers are strong on prohibition, too. They never gave much thought to the matter before. But this demonstration of Billy Sunday has made us all strong for prohibition. We know now that our accidents are due to whiskey. For years we have been trying to find a way to secure a high degree of efficiency among our men. We never succeeded. Along comes this preacher and accomplishes more in a few weeks than we have ever been able to do."

"We know now that until booze is banished we can never have really efficient workmen. We're fools if we don't profit by what he has shown us. Take it from me, booze has got to go. We are not much interested in the moral side as such. It is purely a matter of dollars and cents. They say corporations have no souls. From this time forth corporations are going to show us a little soul toward the man who drinks."

Archbishop Ireland said of social crime that seventy-five per cent is caused by drink and eighty per cent of the poverty.

"Personal liberty" is for the man, if he has the inclination and the price, who that only a skilful hand at the wheel can pass safely.

At the foot of the rapids the ship races the current and the waves are high. The greatest Victoria bridge to the dock at Montreal.

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A plea to the members of the Canadian bar, as the principal moulders of public character, to unite for the betterment of national unity, was made at the Union Club last night by Sir James A. Aikins, Lieutenant-Governor of Manitoba and president of the Canadian Bar Association, at a dinner given in his honor by the Bar Association of St. John.

In the absence of A. J. Gregory, K.C., of Fredericton, president of the society, who was confined to his home through illness, Dr. W. B. Wallace, K.C., presided, with the guests of honor, Mr. Aikins, Lieutenant-Governor of Manitoba, and Mr. W. B. Wallace, K.C., president of the society.

Mr. Aikins, in his address, said that the Canadian bar had a duty to perform in the present time of national crisis. He said that the Canadian bar had a duty to perform in the present time of national crisis. He said that the Canadian bar had a duty to perform in the present time of national crisis.

BOARD OF TRADE TO BROADEN SCOPE

At a meeting of the council of the board of trade held yesterday, it was decided to co-operate in the welcome to the National Editorial Association next week. The secretary was instructed to attend the conference at Dalhousie.

The government was urged to provide for the establishment of scientific research institutes, also to endeavor to eliminate some of the many questions that business men are required to answer and which are a hindrance to business and add to the cost of government.

County Housing Board

ANY PARTIES CONTEMPLATING building a home in St. John County under the Housing Act are requested to deal direct with the County Housing Board and not with a second party. When applying for loans please submit your plan to us or come and examine our plans now ready at the office of R. Neil Brodie, Architect.

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H. G. Enslow, 1 Brussels street.
J. Stout, Fairville.
W. E. Emerson, 51 Union St., W. F.

NEWLY-WEDS HAD NARROW ESCAPE

(Sackville Tribune.)
Mr. and Mrs. Chester L. Edmonds, of Cookeville, had a narrow escape from being killed on Tuesday afternoon when their automobile collided with a train at Morrie's Crossing. The young couple were returning from a honeymoon trip through Nova Scotia.

It appears that owing to several box

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