

THE EVENING TIMES AND STAR, ST. JOHN, N. B., MONDAY, MARCH 10, 1913

The Evening Times and Star

ST. JOHN, N. B., MARCH 10, 1913.

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SPEND IT IN CANADA

The assertion that Canada is rich and can therefore afford to prevent the British Admiralty with \$35,000,000 is a boast which does not bear examination. Canada is indeed rich, and Canada would be quite willing to contribute \$35,000,000 or more to the mother country if there were need of it. But there is no such need, nor is Canada so rich that she can afford to let \$35,000,000 go without considering the question of how it is to be expended. The more this gift of \$35,000,000 is considered by the people the more wide-spread becomes the feeling that the money, or by far the greater portion of it, should be spent in Canada. The mother country is not in need of \$35,000,000. She was never more prosperous than she is today. There is no emergency calling for the expenditure of funds which she does not possess. In dealing, therefore, with the question of the navy, the Canadian people would be very foolish if they did not consider seriously in what way the expenditure could be made to be of the greatest benefit to this country. An expenditure of \$35,000,000 to strengthen the navy of the Empire is an expenditure of \$35,000,000 for that purpose whether the money be handed to the Admiralty or whether it be used to build up a Canadian navy. But by building up a Canadian navy Canada would be benefited very much more than by merely sending the money to the old country to be spent frequently.

In the following paragraph the Free Press sums up the situation:

"The Intercolonial Railway is intimately associated with the development and with the subsequent growth and unity of Canada. To sell or lease it would be worse than a crime; it would be a national disaster of first magnitude. The crop of rumors as to the possibility of this step have not been issued idly; some of the shrewdest observers in Canada are patiently noting every comment, in order to advance a 'frank' proposition at the most favorable moment. In the meantime they are waiting, as they can well afford to wait, for that moment to arrive."

Mr. J. Allan Baker, who is a member of the British parliament, declares himself to be more favorable to the Liberal policy regarding the navy than that of Mr. Borden and the Nationalists. Mr. Baker claims that Mr. Borden is not making a fair comparison between the British fleet and the other European fleets, and points out that the premier does not agree with Mr. Winston Churchill on this point. Mr. Baker observes that the Canadian Liberal policy, by building a Canadian navy and having ships in Canadian waters, would meet the wishes of the Canadian people, and at the same time lighten the burden that rests upon the British Admiralty.

That there is no emergency, and that the British fleet is in no danger of being outclassed is evident from a statement made by the Manchester Guardian, which points out that the willingness of Germany to accept the 50 per cent. of British superiority in naval strength would enable Great Britain to reduce the five ships of this year's programme, of which Mr. Churchill spoke last year, to four with safety. There is thus no need of three Canadian Dreadnoughts, as an addition to the home fleet. Canada may proceed to develop a naval policy of her own, with the full consciousness that there is no emergency. But Mr. Borden appears to be against a Canadian navy and in favor of a continued policy of tribute. The Canadian people would never endorse such a policy.

The Liberal members at Ottawa are fighting the people's battle. The workingmen of Canada have a special interest in the struggle. The Borden government proposes to take \$35,000,000 and send it away to provide employment for working men on the other side of the Atlantic, instead of using it to establish a great industry to give employment to thousands of men in Canada. The Halifax Recorder sums up the situation very well in the following paragraph:

"The opposition is thus fighting for the principles of representative government. It is fighting for the rights of Canadian labor. It is fighting for the cause of Canadian industry. It is defending the cause of Canadian courage, patriotism, skill and energy against those who impugn those. It is fighting for the right of the electors to definitely pronounce upon a policy which threatens to deplete Canadian finances by two-score millions annually."

THE THIRD PARTY

Strange as it may appear, there are three parties to the dispute at Fredericton over the question of street railway service. The people of St. John are the third party. It may be hoped that they will find some champions, even if they are not represented by expert lobbyists at the capital. As a matter of fact it is the interests of this third party the legislature is really supposed to protect. What they want and have a right to expect is a constantly improved and extended street railway service. The members of the legislature are all aware of the fact that this city is growing, that there is congestion in the city proper, and that in the interests of the people and of the growth of the city there should be and must be an expansion in the direction of the suburbs; and that, in connection therewith, street railway expansion is a very greatly needed. The need is indeed imperative. We hear a good deal about vested rights and there is an occasional reference to the widow and the orphan. There are vested rights which do not take the form of railway bonds, and there are widows and orphans who are not so fortunate as to be the

owners of shares in a street railway. There are also people who are not able to fight their own battles, but whose interests must not be overlooked. The conditions in St. John call for an improved and extended street railway service. If the legislature will keep that in mind, they may be able to do this city a great service. The members who represent the city and county of St. John will no doubt see to it that all the other members are well informed on this point.

THE INTERCOLONIAL

The Ottawa Free Press expresses the view that the frequent statements made in the press about the sale or lease of the Intercolonial Railway, and which are promptly denied, are put forth with a special purpose, which is to get the people of Canada familiar with the idea of selling or leasing the government road. The Free Press points out that great pressure was brought upon the Liberal government to get it to assent to the lease of the Intercolonial, but that it steadily refused. Apparently the government now believe that the government road believe that they have more to hope for with Mr. Borden at the head of the government than they had when Sir Wilfrid Laurier was premier. Hence, since the Borden government has been in power, the rumors of the sale or lease have appeared more frequently.

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The Ontario Associated Boards of Trade in annual session last week adopted the following resolution:—"Resolved, that having regard to the increase in certain localities and at certain periods in the provinces of land, it is expedient that municipalities should be allowed some measure of local option in the levying of taxes upon the land rather than upon the improvements thereon."

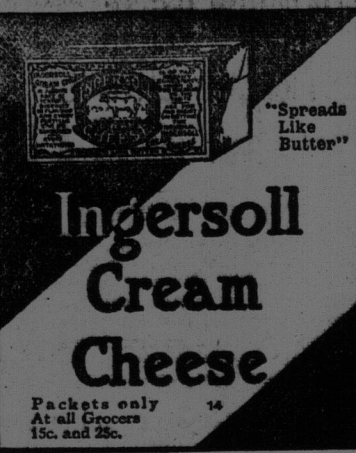
On a recent Sunday night there were 228 prisoners in the Toronto jail, which has only 222 cells. There is a prison farm, but it would only accommodate at present 60 prisoners. It will be two years before the government's new prison farm at Fort Williams is completed. Meantime the government has notified the city council that unless the congestion in the jail is relieved, it will withdraw its grant towards the maintenance of prisoners.

The Montreal Star says that there is much speculation as to the object which has brought Sir John Jackson, head of the big British firm of engineers and contractors, to Canada, and adds that while in Montreal he was besieged by visitors, including some of the best known engineers and financial men of Canada. One rumor is that he may build the Quebec dry dock. His company is now carrying out a large contract for the improved harbor facilities at Victoria, B. C.

Mr. C. H. Lugin, who is well known in St. John, was one of the speakers at a recent dinner in Victoria, where the question of the land tax was discussed. Mr. Lugin was a member of the royal commission on taxation in that province. In his speech he said that, when the commission started its work, all its members were favorably to taxation upon land improvements, but that they were later converted to the contrary opinion and convinced that land improvements should not be taxed.

If it is possible to make the new steamship berths at West St. John one thousand feet in length, that course ought to be pursued. The Montreal Gazette says that the competition in building mammoth liners still goes on, and that news from Southampton is to the effect that ocean steamships half as large again as the Olympic will shortly be constructed. Harland & Wolff are now making arrangements to lay the keels of two monster vessels. The Hamburg-American line, the Cunard line and the White Star line are all in the competition for vessels of greatly increased size. St. John, when the Grand Trunk Pacific and the Canadian Northern are well on to this port, will be the terminus for some of these great vessels, if the necessary terminal facilities are made available. We should therefore be building for the future, and sufficient depth of water and docks of sufficient length should be provided to take care of any business that is offered.

John G. Potts, of Denver, has received a patent for a contrivance consisting of a balloon and several thousand feet of wire to produce rain from the clouds at any given point at any time, or at such times as the moisture is needed for crops. Potts has studied and experimented for eight years.



Ingersoll Cream Cheese

Packets only 14¢
At all Grocers
15¢ and 25¢

BIRTHDAYS OF NOTABILITIES

MONDAY, MARCH TENTH

The Hon. Clifford Sifton, chairman of the Royal Canadian Conservation Commission, reaches his fifty-second birthday today. He has had a highly successful career as a public man. Born in Middlesex county, Ontario, he took up the practice of law in Brandon as a young man. In 1888 he was returned for North Brandon in the Manitoba legislature, and was attorney-general of the province for some years. In 1896 he entered the Laurier cabinet as minister of the interior, a portfolio he held until 1905.

The Hon. J. E. Robitson, since 1900 a justice of the Supreme Court of Quebec, was born on March 10, 1864, and has had a long career as lawyer, public man and judge. He held office as provincial secretary and afterwards as attorney-general in the Mercier administration, and as provincial secretary in the Marchand government. For a long period he was professor of civil law in McGill University.

Peter MacArthur, one of Canada's most popular writers, also observes his natal day on March 10. He was born at Eglar, Middlesex county, and received his higher education at the University of Toronto. After working on his father's farm, he taught school for a short time, and then entered journalism in Toronto, removing to New York in 1880. He later drifted to London. He has contributed to all the principal periodicals in the United States and England.

LIGHTER VEIN

FINE THING.

(Continued from page 1)

"This Martin science is a great invention," remarked the Boob.

"It would be," replied the Wise Guy, "if they could attach it to soup enters in restaurants."

PORTFOLIO

(Pittsburgh Post)

"See here, daughter."

"What is it, ma?"

"The next time you linger at the sea shore I wish you'd get your neck turned low enough to meet your gown."

"A funny friend of mine-up in Wisconsin sent me a box of imported Limburger cheese by parcel post."

"Yes."

"I hurried it without opening the package."

"Why, how did you know it was Limburger?"

"Well, he said it was."

NO OFFENCE.

First Stranger (on train)—Do you ever quarrel with your wife?

Second Stranger—Never.

First Stranger—Have any trouble with the hired girl?

Second Stranger—Not me.

First Stranger—Don't your children worry you at times?

Second Stranger—No, indeed.

First Stranger—Say, I don't like to call you a liar, but—

Second Stranger—Oh, that's all right. I'm a bachelor.—Chicago News.

A 2 Quart, Red Rubber, Hot Water Bottle 75 Cts.

Valet's Soft, Dainty Talcum 17c The Tin.

Porter's Drug Store

"The Biggest Little Drug Store in the Town"

Cor. Union and St. Patrick Street.

BUTTERNUT BREAD

of unquestionable Superior Quality, the kind that you really enjoy, and feel afterwards, as though you'd "eaten something"—Bread that you would not hesitate to place before guests, is what you find in BUTTERNUT BREAD, the special product of a clean, sanitary bakery, which has stood the test of time and still grows in favor. You'll find it has the same good, homey taste and nourishing properties as mother's bread.

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Last Twice as Long. Goods Called for and Delivered. Phone 1648-1.

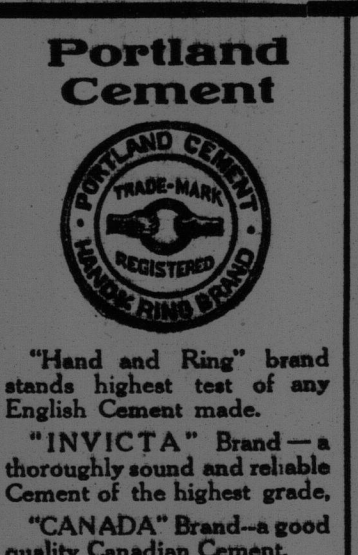


Scotch Fire Brick

Rayward or Gartreig Brands, high-grade, in square, side and end arch.

Scotch Fire Clay

Best quality, in bags of about 250 lbs.

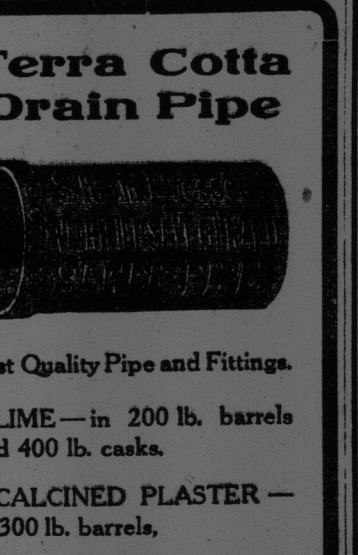


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"INVICTA" Brand—a thoroughly sound and reliable Cement of the highest grade.

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Terra Cotta Drain Pipe

Best Quality Pipe and Fittings.

LIME—in 200 lb. barrels and 400 lb. casks.

CALCINED PLASTER—in 300 lb. barrels.

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The fitness of proportion, grace of line, and beauty of appearance, are quite sufficient to attract the prospective bride, or tasteful housekeeper, without mentioning the practical but excellent features of the


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This range is without a doubt one of the best steel ranges on the market today and the orders we are receiving from those who have seen them working in places we have installed them is evidence of the fact. The new Champion is well in finish with plain rich nickel trimmings which make it a seller on sight. The Hot Blast stove consuming back in this stove makes it a fuel saver. The fine distributes the heat evenly around the oven maintaining correct proportions throughout. The Key Plate lifting broiler top is one of the best conveniences you could get on a stove. We ask you to come and examine our line of Stoves and Ranges before purchasing elsewhere. We are on the market to give you the best line of stoves to be found in the city and prices right.

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BOSTON TRIES NEW TYPE OF CAR

Boston, March 10.—A new type of "articulated car" in which the step between the street and the floor of the vestibule is eliminated, has just been put into commission by the Boston Elevated Railway Company. This is the second articulated car with which the road has experimented. The first having made its appearance in September, 1912. The new car differs from the other only in one detail—that the floor of the central vestibule is but 14 inches from the ground, the same height as the step into the so-called "stepless entrance cars," which are in operation in New York city and Brooklyn. The vestibule from the street.

5c yd. For Brown Linen Towelling

All Grades of Towelling in Stock. Roller Towels, ready for use, 25c ea. Sheeting, Pillow Cases, White Spreads, Pillow Slips, ready for use, 30c a Pair.

A. B. WETMORE, 59 Garden street

WOMAN DIES ALONE; \$15,000 IN HOUSE

East Kingston, N. H., March 10.—Bank books and securities representing more than \$15,000 and \$75 in cash were found in the home of Mrs. Dorothy Goodrich when officers forced their way in at the request of neighbors, who reported that Mrs. Goodrich had not been seen for some time. The woman was found dead in bed, and in the opinion of the medical referee had been dead about three days. Death was due to natural causes.

PLAN HOTEL ON TOP OF EXTINCT VOLCANO

Chicago, Ill., March 10.—People seeking adventure and new sensations will soon have a chance to journey to a great steel hotel erected on the summit of an extinct but not extinct volcano in Sicily. Pietro Mortini, a promoter of this city, is organizing the company, which has completed plans for the purchase of the volcano and the erection of the hotel. Thousands of dollars have already been subscribed by Italians of this and nearby cities, and it is promised that work on the structure will begin in the near future.

Mrs. A. S. Trott, of Monmouth, Me., has some of the early chickens of the season. Eleven were hatched on Feb. 21, from a setting of thirteen eggs, and they are reported to be as chipper and happy as if it were warm weather.

The number of students in the High Schools of Wisconsin who take Latin decreased twelve per cent. during the last year, while the number of those taking German increased ten per cent.

WE SELL PERFECT FITTING RELIABLE WEARING RUBBERS

Wear our Rubber Footwear made of New, Live, Stretchy Rubber.

Men's 60c. to \$1.10

Ladies 35c. to 85c.

Boys 80c. to 75c.

Girls 45c. to 60c.

Childrens 30c. to 45c.

FRANCIS VAUGHAN 19 KING ST. ST. JOHN, N.B.

Bargains in Hosiery

Ribbed Cashmere Hose, 15c. pair, 2 pairs for 25c.

Specials, 25 to 50c. values, 15c. pair.

Plain Cashmere Hose, 25c., 35c., 45c., and 50c. pair.

Children's Fine Ribbed Hose, 25c. value, 15c. pair.

Also Bargains in Sample Hose.

MORRIS DEPARTMENT STORE 63-65 Charlotte Street

IS THIS AN ACCIDENT?

A. M. Kendall, of Colorado City, Colo., seventy years of age, was in what appeared to be the final clutches of Bright's Disease, and with a report like the above from many patients on this treatment, how can any one be undecided? If you have Bright's Disease you owe it to yourself and family to try FULTON'S RENAL COMPOUND before giving up.

\$1.00 a bottle

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