

# MC 2035 POOR DOCUMENT

THE EVENING TIMES AND STAR, ST. JOHN, N. B., SATURDAY, SEPTEMBER 21, 1912

## The Evening Times and Star

ST. JOHN, N. B., SEPTEMBER 21, 1912.

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### OPEN AIR SCHOOLS

There are now more than two hundred open air schools in the United States for tuberculosis and anemic children. Three years ago there were but thirteen. An exchange says:—

"Massachusetts leads with 98 fresh air schools and classes for tuberculosis, anemic and other school children, Boston alone having over 80. New York comes next with 29, and Ohio is third with 21. Open air schools have now been established in nearly 30 cities in 19 different states."

It is estimated that not less than 100,000 children now in school in the United States will die of tuberculosis before they are 18 years of age, as about 7,000 of these children die annually from this one disease. It is found that the open air schools check the disease, and in many cases the treatment effects a cure; and this accounts for the rapidity with which they are increasing.

The National Association for the cure of tuberculosis estimates that there should be one such school for every 25,000 population, especially in cities. On this basis St. John should have two such schools, but as yet the question of their establishment has not been considered. Neither do we seem to be any nearer the establishment of a sanatorium and day camp for persons suffering from tuberculosis. We are content to sit down complacently and let the victims suffer and die.

### THE NAVAL POLICY

"With the west, both Liberal and Conservative, solidly in favor of a Canadian navy, what can Mr. Borden do but attack the policy which he held in 1909 but lost in 1910 and 1911?"

These are the words of the Canadian Courier, and the Times commends them to the Standard. Mr. Borden's policy in 1909 was the same as that of Sir Wilfrid Laurier, and he must come back to it.

Speaking in parliament in 1909, Mr. Borden said:—

"In so far as my right honorable friend the prime minister today outlines the lines of naval defense of this country I am entirely in agreement with him. I am entirely of opinion in the first place that the proper line upon which we should proceed in that regard is the line of having a naval force of our own. I entirely believe in that. The other experiment has been tried at between Australia and the mother country and it has not worked satisfactorily in any respect."

To this policy, the Canadian Courier says, Mr. Borden must return, even if he would be compelled to displease Mr. Bourne, Mr. Lavergne, Sir Hugh Graham and the Hon. Robert Rogers.

On this question of the navy Mr. Arthur Hawkes writes:—

"Unless our talk about Canada being a nation is the quintessence of poppycock, we must improve, not destroy, the Laurier policy; never mind whether it means that sundry legislators will have to change the limit in which they spoke within the last year or two. After all, the interests of the nation are a little bigger than the verbal consistency of a few men who were distinguished by the irresponsibility of opposition."

### TURNING THE TABLES

The excitable Halifax Herald has delivered itself into the hands of its more staid contemporary the Recorder. Upon learning that the Borden government proposed to have a new customs cruiser built on the Clyde, the Herald said:—

"We regret that this customs cruiser, required by the government, is to be built on the Clyde, instead of being constructed in Canada by Canadian workmen, with Canadian material, and leaving the capital for circulation in Canada." And again:—"No matter what the increased cost, all ships for the use of the Canadian government should be built in Canadian ports."

The Recorder is prepared to answer these propositions, but goes a step further. It says:—

"We say a fervent amen to all this, but go still further and say: All ships paid for by the Canadian government should be built in Canadian ports, by Canadian workmen, with Canadian material, and leaving the capital for circulation in Canada." If it is both business and patriotic to build ships costing from \$350,000 to \$400,000 in Canada, is it not equally wise and patriotic to build ships costing from ten to twelve million dollars each in Canada? If it is desirable to leave a half million in circulation here, it must be at least as desirable to leave twenty or thirty times this amount to circulate. If it is a right, wise and just thing to build a customs cruiser here, no matter what the increased cost—what is the objection to building a Dreadnought?"

In other words, why not a Canadian navy built in Canada? But the Herald also declares that under its proposed policy the fishermen would "become educated to the use of iron and steel steam craft and Nova Scotia could double and triple its yearly catch of fish."

The Recorder is not prepared to deny this statement either, but discovers a difficulty which is thus stated:—

"Where would our Nova Scotian fishermen find a market for three times their present catch, without having prices go down almost to the vanishing point? Certainly not at home inside the next fifty years. The one market, wealthiest and nearest of any in the world, just to the south of us, would be the only satisfactory, available and readily accessible one, but when that market was offered our fishermen last year, our contemporary did its little contemptible best to prevent our fishermen from finding free access to it. There would be no advantage accruing from troubling our catch of fish if they could not be sold to advantage."

On the whole, there seems to be excellent ground for the Recorder's conclusion when it says:—"Our contemporary's arguments give a logical support both to the Laurier naval policy and to reciprocity."

A record steamship business at St. John for the coming winter is anticipated.

With an embargo on European potatoes, the United States market looks better for the Canadian product. But there's the duty.

A million dollar hotel and a second big apartment house project are among the good things promised for early accomplishment at St. John.

The police investigations should presently furnish some interesting copy for the newspapers. The situation grows more and more interesting.

Intercolonial surpluses are not produced by the method of nursing jobs which has been so apparent for a long time past at the St. John depot. It is, however, the traditional tory method. The people pay the bill.

If Miss Wylie, the English suffragette, organizes a flying column at Ottawa to attack the government, Col. the Hon. Sam Hughes will have a chance to win his spurs in a real scrap.

Sir Percy Girouard, who knows a great deal about great public works and engineering problems, declares that the Court may Bay breakfast should have been constructed farther down Courtney Bay.

There have been far more troublous times in Ireland than the present. But for the threat of civil war made by designing politicians for political purposes, Ireland would be happy and prosperous. Half of Ulster favors Home Rule.

The British Empire is so large that it would be extraordinary if there were not always, in one portion or another, friction of some sort. Just now Ulster is the storm centre. But the Empire is quite safe.

The Halifax Chronicle says: "The farmers of Nova Scotia alone are many millions of dollars poorer today than they would have been had reciprocity been adopted a year ago. The fishermen have lost almost as heavily. The lumbermen, too, have felt their depredations severely."

Sir Wilfrid Laurier refuses to admit that the empire is in danger. In that he agrees with the conservative Victoria Colonist, which lambastes the self-constituted "empire-savers" with well-deserved accuracy and declares:—"The Empire needs no one to save it; but possibly no harm would be done if some of its new-found friends did not feel called upon to suggest that it is in danger."

The Moncton Transcript says: "Now, that the provincial government, has become so deeply interested in the administration of the affairs of the city of Moncton as to appoint another royal commission, to inquire into one branch of judicial administration, it might be well if a public petition was gotten up, signed by law-abiding and law observing people of Moncton, to inquire into the obstruction, which has been raised from time to time in the administration of the Scott Act, and in the carrying out of Scott Act sentences."

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### LIGHTER VEIN

Fineley Peter Dunne, creator of Mr. Dooley, was dining with a friend at a New York restaurant. Rice birds were served. The tiny morsels, picked and lean, were brought in upon large slices of toast.

"Poor little things!" said the host. "Seems a shame to kill 'em, doesn't it? How do you suppose we could get enough rice birds to make a dish?"

Dunne turned over a unilateral specimen with his fork.

"I don't know," he said, "unless they use insect powder."

The young lady, visiting her aunt in the country, came in late one afternoon. "Where in the world have you been?" "In the hammock all the afternoon," she responded, "with my beloved Robert Browning."

The aunt eyed her sternly. Then she said: "If I hear of any more such scandalous proceedings I shall certainly write to your father."

Binks-Tomlin is one who suffers from liver. He has a little canter every morning before breakfast.

"Winks—Yes, I know. And he has a pretty big de-canter every night after dinner."

"I have a fishing boat and a chauffeur that are both in the same class."

"How do you mean?"

"I am always balling them out."

The Ex-Hero—Ah, my boy, when I played Hamlet the audience took fifteen minutes to leave the house.

The Victious Ex-Comedian (soddily)—Was he lame?

"My time," said the multi-billionaire, "is worth \$20 a minute."

"Well," answered the friend, casually, "you go out this afternoon and play two or three thousand dollars' worth of golf."

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"Will you please send me a book on drink also, circulars relating to your valued remedy for the drink habit. I wish to hand these to a friend who is going to ruin through drink. You will remember that I had taken your medicine and I feel that all you claim it to be. I never think of taking or using strong drink in any way, as all I desire for it has left me. I cannot speak too highly of your wonderful remedy. You may use my name in any way you wish in your book."

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Samaria Prescription is tasteless and odorless, and dissolves instantly in tea or coffee, or can be mixed with food. It can be given with or without the patient's knowledge. It removes the craving for drink, builds up the system and restores the nerves. Drink becomes distasteful and even nauseous.

Drink is a disease, not a crime. One kind of whisky always writes another. The inflamed nerves and stomach create a craving that must either be satisfied by more whisky or removed by scientific treatment like the Samaria Prescription.

Samaria Prescription has been in regular and successful use by Physicians and Hospitaliers over ten years. If you know of any family needing Samaria Prescription tell them about it. If you have a husband, friend or friend that is drifting into drink, help him save himself. Write today. The FREE TRIAL PACKAGE of Samaria Prescription, with booklet, giving full particulars, testimonials, price, etc., will be sent absolutely free and postage in plain sealed package to anyone asking for it and mentioning this paper. Correspondence strictly confidential. Write today—The Samaria Remedy Co., Dept. 59, 49 Colborne Street, Toronto, Canada.

### EASY FOR HIM

Napper—Did Smith inherit his money or make it?

Snapper—Neither. He is a corporation lawyer.

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Belknap's Well While Traveling

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May be worked from either a vertical or horizontal position. Can be removed at any time without disturbing the pipe.

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### COME HOME ON FREIGHTERS

Trans-Atlantic Visitors in England Finding it Hard To Get Back

Boston, Sept. 21—Americans in Europe who have not made reservation for return passage are finding it difficult to obtain accommodation on any of the big liners. For that reason many of them are coming by steamer or engaging passage on freight boats whenever the opportunity offers.

The Warren Line's Michigan, Capt. Evans, from Liverpool, had on board seven passengers, who found it impossible to get accommodations on any of the passenger steamers for several weeks to come. They said that England is filled with Americans, and many of them are at their wits end trying to get passage home.

### Abbey's Life-Salt

Is the gentlest, mildest and most effective of all tonic laxatives. It makes the bowels act right.

Two Sizes, 25c. and 60c. All Druggists.

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The first feeling of a chill, or in fact any symptom of a cold just take a Break-up-a-Cold Tablet and the cold is gone. Guaranteed.

25 Cts. The Box.

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