

The St. John Standard

REPRESENTATIVES:
 Henry DeLongue, Chicago
 Louis Kleban, New York
 Frank O'Leary, Montreal
 Freeman & Co., London, Eng.

SUBSCRIPTION RATES:
 City Delivery \$5.00 per year
 By Mail in Canada \$4.00 per year
 By Mail in U. S. \$5.00 per year
 Semi-Weekly Issue \$1.50 per year
 Semi-Weekly to U. S. \$2.50 per year

ADVERTISING RATES:
 Contract Display \$5.00 per line
 Classified \$2.00 per word
 Inside Readers \$2.00 per line
 Outside Readers \$3.00 per line
 (Agents' Measurement)

ST. JOHN, N. B., FRIDAY, MARCH 18, 1921.

THE LEGISLATURE

As nobody probably looked for any pronouncement of any importance in the speech from the Throne, they consequently were not disappointed, for they got just what they looked for. Like Buid's line it was length with-out breadth—with lots of length.

Naturally of course an expression of thankfulness that Providence, aided by the benign influence of the Department of Agriculture, had vouchsafed an abundant harvest, is to be found in it, together with the encouraging information that further benignity on the part of the powers that be might be looked for, as a result of the government having devoted itself to a consideration of the subject during recess. Equally naturally too the Government puts itself on the back for the great bargain it made when buying the 7500 acre limestone tract, in order that it might compete with legitimate business interests. The agricultural community will be delighted to learn that the Government has now awakened to the importance of flax as a farm crop, and that an appropriation to be used for encouraging its culture is to be asked for. Presumably this is intended as a prelude to the establishment of the linen industry in this province, to replace diminished output from Ireland caused by the regrettable condition of that country.

Of course the Government's water-power policy comes in for some very eulogistic references by His Honor, and one is led to suppose that the millennium of light, power and heat is at hand. Much credit is taken for the improvement in the provincial highways, as was to be expected. Also the public is given to understand that an automobile travelling quickly over a wooden bridge places a greater strain upon it than does a two-horse load of cordwood that rumbles joltingly over it. So great is the strain of the automobile traffic on the wooden bridges that it is found to be necessary to replace them with structures of a permanent character. Many structures of this class were erected during the "past season and the Government is hopeful of being able to carry on the programme during the present year."

Dr. Roberts' child, Public Health, was reported to be coming along nicely, increasing in wisdom and stature and in favor with woman and man. When inculcated with some further amendments, the province may look "forward to greater efficiency" on the little fellow's part.

His Honor is made to say that the high cost of living is preventing many who desire to fit themselves for the teaching profession from doing so. This is really a very neat and natty piece of camouflage. It isn't the cost of living that is the stumbling block, but the miserable salaries that are offered to teachers. If they were paid salaries in keeping with the times, the high cost of living wouldn't bother them at all. Moreover, what is the use of offering loans to would-be teachers to enable them to properly equip themselves, when the high cost of living prevents them making ends meet afterwards?

We are glad to note that the Government is properly sensible of the importance of the claims which this province in common with the other two Maritime Provinces, has upon the Dominion Government, and that it is willing to stand up for them. It is a pity that the claims which this province in common with the other two Maritime Provinces, has upon the Dominion Government, and that it is willing to stand up for them.

Considering that the Government is planning itself upon the buoyancy of the provincial revenue, and bearing in mind the enormous increased amount of this revenue, it seems to be rather a pity that the Government cannot afford to provide for the interest on the Valley Railway except by the issuance of bonds. If it were not for the wasteful extravagance in other departments this interest could be paid out of current revenue. The Government's plan seems to be as soon as more revenue is received, to look out for new objects on which to spend it instead of providing for existing objects which are insufficiently provided for.

But little is promised in the way of legislation for the ensuing session and as far as the speech from the Throne is concerned there is nothing in it to cause any length of debate upon the Address. It should be well out of the way before the Easter adjournment.

Dr. Curran in a somewhat colorful speech, which did little else than compliment the Minister Administration on its marvellous statesmanship, moved the Address in reply to the speech. He dealt mostly in platitudes, testing no doubt that he had better keep on safe ground. Dr. Baxter, leader of the Opposition, will open the proceedings today, and will be followed no doubt by the Premier. That should end the debate.

THE RAILWAY SITUATION

The Canadian National Railway situation as laid before the House of Commons yesterday by Hon. Dr. Reid, appears to be, in short measure, as follows:

- 1—Total operating loss, 1920, \$36,842,970.17.
- 2—Total deficit, fixed charges, 1920, \$33,488,747.71.
- 3—The above figures do not take into consideration any interest or fixed charges on Transcontinental and Intercolonial accounts.
- 4—Increase in deficit 1920, as against 1919, over \$21,000,000.
- 5—Deficit declared by Minister of Railways to be due chiefly to increased payrolls and fuel.
- 6—Out of every dollar earned on the C. N. R. Railways in 1920, 76 cents went for wages and 20 cents for fuel leaving only 5 cents in every dollar to do work which calls for twenty-five cents.
- 7—Mileage in operation by Canadian National System at end of 1920, 17,964 miles.
- 8—Added by purchase in 1920, 140 miles; on the completion of new construction, 236 miles.
- 9—The Minister says the management hopes to reduce the deficit in 1921 by curtailment of train services, reduction of maintenance forces, and other economies. Also it expects a re-adjustment in the price of materials and in wage schedules and working conditions.
- 10—Freight tonnage increased 1920, 16 per cent; passenger traffic increased by a million.
- 11—Total payroll for 1920 given by Minister as \$95,927,117.
- 12—"These figures" declared the Minister "justify immediate discussion between employees and management."

COMPARATIVE TAXATION

The Dominion Government proposes to spend this year \$582,000,000. That is so far as disclosed by the main estimates presented to Parliament. By the time the supplementaries have been added the total will likely run up to \$600,000,000.

Taking the main estimates alone, on an estimated population of eight millions, the national expenditure planned for the year amounts to \$72 for every man, woman and child in the country, or say \$350 for every family.

The Allied experts at Paris a few weeks ago compiled some statistics by way of showing that the Germans were bluffing when they said they could not pay the reparations account. They found that the people of France are levied upon by their national government to the amount of \$28 per head; that the people of Great Britain have to find \$43 per head for national purposes; while the people of Germany get off with a contribution of \$7 per head per year to the Imperial exchequer.

Whether they proved that Germany can pay the indemnity or not, the experts did establish that it costs a German just one-tenth as much to live under his government as it costs a Canadian to live under his. It is calculated that to pay the reparations bill will require \$13 per head from the people of Germany. That will bring the German citizen's national tax up to \$20 a year; less than one-third the amount that the Government of Canada proposes to get away with this year. Yet Germany has declared that it can't pay the bill, and won't try, and has put it up to the Allies to show where and how such an impossible sum is to be obtained. "Prig" doesn't know when he is "prig" off. The Canadian citizen could trade places with him and clothe himself out of what he would save in national taxes while paying off the reparations account. If he had to find the money Canadians have to find that would make him sorry that he ever started the war.

Some few years ago Messrs. Gilbert and Sullivan staged a comic opera called "Trial by Jury," at the Savoy Theatre, London. As a travesty it is better a mile by the trial by jury than has just been staged at Edmundston. From time to time the desirability of doing away with juries altogether has been suggested. No greater argument in favor of the movement could be produced than the result of this trial. Those who are fond of musing on the waywardness of them, can amuse themselves by speculating as to whether the verdict would have been the same had the prisoner been English, and the murdered girl French.

About 15,000 farmers paid income tax for 1918, out of a total of about 125,000. The income tax is almost an urban tax in Canada, though the capital value of our agriculture is rated at seven billion dollars.

WHAT OTHERS SAY

War and Statesman.
 The people of Japan and America will talk war for twenty years, and then when it comes lay it on the statesman.—Nashville Banner

Live Talkers.
 What a pity the phrase-maker who said that "the art of conversation is dead" couldn't have lived to hear the Germans talk about that indemnity.—Columbus Record

Prohibition Intolerance.
 It is clear that in the eyes of the law a flask of booze is twice as deadly as a revolver, for the fine imposed for carrying a concealed flask of whiskey is exactly double the fine for carrying a concealed "gun."—Hamilton Herald

The Railway Wages.
 We are told by representative labor leaders that resistance will be offered to any cut in wages. A. R. Mosher, grand president of the Canadian Brotherhood of Railroad Employees, declares that wages of railway workers in Canada are not excessive and must not be lowered. Tom Moore, president of the Dominion Trades Congress, says much the same thing. Joe Corbett, chief spokesman of the C. T. R. carmen, says that "railroad workers in Canada are not getting more than the average wage paid to workers in other trades." Mr. Corbett is of the opinion that this talk of the need of retrenchment is "all bunk."

If it is true that railway workers do not get more pay than the average pay of workers in other trades, then the railway men would be quite right in resisting reduction. There is no reason why railway men should work for less pay than do workers in other industries. But is it true? Canadian railway men get the same pay as the workers on American roads. Official reports show that in 1917, class A railway men in the States (those with revenue of a million dollars annually) had \$1,732,876 employees, to whom they paid \$1,739,182,142; and that in 1920 these same roads had 1,956,324 employees and a pay list of \$3,898,386,400, although traffic had fallen off. In three years the wage bill had more than doubled, and less work was done. The average annual pay of locomotive engineers rose from \$2,333 to \$3,678; that of freight conductors from \$1,860 to \$3,134; of train dispatchers from \$1,891 to \$2,112; of brakemen from \$1,091 to \$2,240; car repairers from \$995 to \$2,116. These are average figures; some got more and some less. It is very doubtful if in other trades rates of pay averages so high as these.

Now that the Canadian people own the greater part of the Canadian railway system, they must consider all the financial burden of operation. If there are deficits the Canadian people must pay them either in the form of higher freight and passenger rates or in the form of taxes. In order that the jerky of the Canadian people are wage-workers who get much lower pay than their servants the railway workers get. If the Canadian people are willing to pay more for the goods they buy (for freight rates are added to the prices of commodities), more for every passenger ticket they buy, or more in taxes, in order that the railway workers may continue to draw war pay and flourish as a specially privileged class, well and good. But it is doubtful if such ultra-greedy on the people's part will last long.—Hamilton Herald

A BIT OF VERSE

"BRISKER."
 Curse of Moons, in Sydney (Australasian) Bulletin.

"The American people are not brighter than Australians, only bricker."—Remarks of an important actor.

They ran about and up and down
 And talk with vigor through their pores.
 While we in summer dreamings drown
 Our souls in ocean foam and roses.

With seal they rush to "do it now,"
 Tho' what they do is hard to measure,
 While we, as placid as a cow,
 Browne on within the folds of pleasure.

(Forget the little war that came
 And how we sat about and waited,
 While through the thunder and the rain
 The points were all United States.)

They run about and we sit still
 While wonder that a girl should say
 When we import a Yankee play
 And bring along herself to play it!

THE LAUGH LINE

Before and After.
 "Do you know what it is to be before an audience?"
 "No, I spoke before an audience once, but most of it went before I did."

Necessarily So.
 "I wonder if they take children in these apartments?"
 "They must. Some of the rooms aren't big enough for a grown person."

Successful.
 "Were you trying to catch that train, sir?" he asked, pompously.
 The panting would-be passenger eyed him balefully for a second before he blurted in reply: "Oh, no, I merely wanted to chase it out the station."

Life in Three Words.
 "Stop, look, listen!"
 The reflective man stops to read the railroad warnings.
 "These three words illustrate the whole scheme of life," said he.
 "How?"
 "You see a pretty girl; you stop; you look; after you marry her you listen."

Shave, Bathe and Shampoo with one Soap.—Cuticura

Benny's Note Book

BY LEE PAGE

I was around at my cousin Artie's house, and when I came back the fellows was all out playing a game of prisoners base, which I was just going to get in it and Stinky Martin said, Stinky Martin, your mother was looking for you.

Me thinking, Heck, a errand. And I said, Wen, how long ago?

O about ten minutes, said Stinky.

O, that's different, I thought you meant she was just looking for me a little while ago, I guess she don't want me now, I said.

And I got in the game, being a pretty good of a game, and was I got home ma said, I was looking for you, Benny.

Aw G ma, do I half to go a errand now, aw gosh, ma, if you was half as tired as I am you'd think you was tired as anything, I said.

Who said anything about a errand, Mrs. Hows was here and we had some ice cream and there was some left over and I was looking for you to finish it, said ma.

O boy, were is it? I said.

You mean were was it, said ma, how long do you think ice cream keeps?

Aw well G gosh, holey smokes, ma, we didn't you keep looking till you found me? I said, aw heck, ma, what kind was it?

Chocodill, said ma.

Being one of my most favorite kinds, and I said, Aw G, ma, holey smokes holey cats, darn it.

And the next time somebody tells me ma was looking for me I'll properly quick run home thinking its ice cream again, and it will properly be a errand.

Children Cry for Fletcher's

CASTORIA

Fletcher's Castoria is strictly a remedy for Infants and Children. Foods are specially prepared for babies. A baby's medicine is even more essential for Baby. Remedies primarily prepared for grown-ups are not interchangeable. It was the need of a remedy for the common ailments of Infants and Children that brought Castoria before the public after years of research, and no claim has been made for it that its use for over 30 years has not proven.

What is CASTORIA?
 Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrup. It is pleasant. It contains neither Opium, Morphine nor other narcotic substance. Its use is its guarantee. For more than thirty years it has been in constant use for the relief of Constipation, Flatulence, Wind Colic and Diarrhoea; allaying Feverishness arising therefrom, and by regulating the Stomach and Bowels, aids the assimilation of Food; giving healthy and natural sleep. The Children's Comfort—The Mother's Friend.

GENUINE CASTORIA ALWAYS

Bears the Signature of
Charles H. Fletcher
 In Use For Over 30 Years
 THE CENTAUR COMPANY, NEW YORK CITY

Can Work At Great Depth

Vancouver, B. C., March 14.—That he can dive five hundred feet into the ocean and still work comfortably and easily is the contention of Frank Walters, diver and inventor of an aluminum diving suit. In a recent test he reached a depth of 200 feet, said to be a world's record.

The suit is built of 6- and 12 inch metal and weighs over 300 pounds. In making his recent descent Mr. Walters added fifty pounds of lead to the soles of his shoes. Owing to the rigidity of the suit the pressure at the great depth attained was but forty pounds to the square inch inside the suit while it was 170 pounds on the outside. The suit has ball-bearing joints and artificial hands and cost about \$2,000 to build. Mr. Walters is a well-known diver. He brought the safe out of the Princess Sophia.

Torpid Liver

By keeping the liver active by the use of Dr. Chase's Kidney-Liver Pills, you have no trouble from constipation, indigestion, etc. One pill does it. 25c a box, all colors.

Dr. Chase's Kidney-Liver Pills

ADVERTISERS
 We Design and Engrave Cuts for newspaper advertising, for Booklets and Catalogues.
FLEWELLING PRESS,
 3 Market Square, St. John

FOR SALE Woodboat "LEADER"

As she now lies in Cove at Renforth, N. B.
 OWNERS,
C. H. Peters' Sons, Ltd.
 ST. JOHN, N. B.

Builders Hardware
 Building a home is one of the most important events in the life of a man or woman. When you build, build right. Build for durability—for comfort—for satisfaction.

Good hardware is one of the important things to consider when building or remodeling. You find the best of Locks, Latches, Door Butts, Sash Hardware and the many other hardware requirements, well represented in our stock.

Give us the opportunity to figure on your building needs—we will do our part toward keeping the cost down.

Phone M 2540 McAVITY'S 11-17 King St.

A Fine Quality Lace Leather
 —ALSO—
LEATHER AND BALATA BELTING
D. K. McLAREN, Limited
 Manufacturers
 MAIN 1121—30 GERMAIN STREET, ST. JOHN, N. B.—BOX 702

Carbon Paper?
 Plenty of it—Carter's—the kind you've always preferred—in all grades, including "Professional," "Commercial," "Fairy Queen." Can we serve you?
 Phone Main 866
BARNES & CO., LIMITED

PAGE & JONES
 SHIP BROKERS AND STEAMSHIP AGENTS
MOBILE, ALA., U. S. A.
 Cable Address—"Pajones, Mobile." All Leading Codes Used.

FIRE ESCAPES
 Structural Steel, Bolts and Rods.
WM. LEWIS & SON, ST. JOHN, N. B.

Lowest Prices in Lumber
 have been reached, and the next move, if there's much building, will be upward. If you think of building

BUILD NOW, AND BE MONEY IN POCKET.
 But before ordering lumber, Shingles, Laths, or other housebuilding materials, call or phone us. We can help you to SAVE MONEY in these lines.

Phone Main, 3000
MURRAY & GREGORY, LTD.
 St. John, N. B.

HEXAGON SLAB SHINGLES BEAVER BRAND
 Comes Red and Green surfaced. The hexagon shape makes a very attractive roof—different from the regular straight shapes. The colors of the crystal surface are permanent and require no painting.

\$11.00 a square or \$10.50 cash with order.
 Phone Main 1093.
The Christie Wood-working Co., Ltd.
 100 Erin Street.

The Best Quality at a Reasonable Price.

If your child has headaches find out the cause. If you suspect it comes from eye-strain have us examine the child's eyes at once. Under no circumstances should you allow your child to continue school work with strained eyes. Not only will the eyes be injured but the whole nervous system will be affected by the strain. Come early in the morning for the best results in eye examinations.

L. L. SHARPE & SON,
 Jewelers and Opticians
 21 King St. 100 Union St.

Painless Extraction Only 25c
Boston Dental Parlors
 Head Office Branch Office
 527 Main St. 85 Charlotte St.
 Phone 663 Phone 36
DR. J. D. MAHER, Proprietor.
 Open 9 a. m. Until 9 p. m.

Specials—Salt Fish
 Salt Mackerel
 Salt Trout
 Salt Salmon
 Salt Turbot (Delicious)
 Salt Herring
 Salt Tongues and Sounds
SMITH'S FISH MARKET,
 25 Sydney St. Phone 1704

THOROUGHNESS AND PROGRESSIVENESS
 have always been the dominating idea in the management of this College.

A great variety of work is given so arranged that each step is a preparation for the next. Students may enter at any time. Send for new Rate Card.

S. KERR,
 Principal

Canada Dress Co. H. G.
 For Sp

Are here in such able prices.

DRESS
 Silk and Satin in N and Black, neatly \$25.00 to \$

COATS
 In Tweeds and Greys, Browns \$30.00 to \$

LADIES' STRA
 In such a variety that a selection is Plain colors and pr nations. Prices \$4.50 to \$ values not equalled

D. M.

OBITUARY.

H. Priestly Chapman in the death of H. Priestly Chapman, which occurred on March 14th, 1921, at the age of 80 years, and was a long and honorable life.

The late Mr. Chapman, a quiet and unassuming man, possessed of unusual mind and heart, upright, and held in the highest esteem by his people of Middleton, where he spent his entire life of over 50 years on the homestead of his late Benjamin S. Chapman. He leaves to mourn his son, Arthur, and two daughters, Miss H. William and Miss G. Middleton. Also two brothers, W. of Winchester, Mass., S. of Bloomfield, Mass., and Julia Smith of Millis, Mass. Julia Hamilton, of Winchester, grandchild and many other friends. The funeral was held from

MOTHER
 "California Syrup of Child's Best Laxative"

California Syrup of Child's Best Laxative
 "California Syrup of Child's Best Laxative" is the only one for the name. Give the children, then you are child is having the best of health, then you are child is having the best of health, then you are child is having the best of health. You need