

POOR DOCUMENT

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THE EVENING TIMES AND STAR, ST. JOHN, N. B., MONDAY, OCTOBER 20, 1917

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COLONEL BLAINE

To the younger generation Colonel Arbuthnot Blaine, whose death occurred yesterday, was but a name, for though he was out and about until the last two or three years of his life his advanced age prevented him from taking an active part in affairs. Few men live so long and retain their vitality in so marked a degree, for Colonel Blaine was in his ninetieth year. More than a quarter of a century has passed since he retired from active military life, and it was as an officer of the militia of Canada he was most widely known. Beginning as a private in 1863, he retired with the rank of colonel thirty years later, having been commander of the 62nd Regiment for seventeen of those years; and to the end of his life his keen interest in all that pertained to military affairs was manifest. But his was also a remarkable record of service. Beginning as an apprentice to the firm of J. & A. McMillan in 1845 he remained in that employ until 1916—a period of seventy-one years—during which he enjoyed the most dense and high regard of three generations of the employing firm. Such a record is probably without parallel in the history of the province.

As a citizen Colonel Blaine took an active interest in public affairs. He was thirty-eight years old at the time of confederation, and lived to see Canada develop and expand until the proud moment when at the close of the great war, in which her sons won imperishable glory, her representatives sat down at the peace conference on equal terms with those of other nations of the world. A long, honorable and useful life has come to its earthly end. Colonel Blaine has seen one after another of his early associates go the way of all the earth, until but a handful remain. These all who knew him in later years will join in a tribute to his memory and in sympathy with the few surviving members of his family.

THE RUSSIAN OUTLOOK

Should Petrograd be captured by the anti-Bolshevik forces, as now seems highly probable, the fall of Moscow would not be long deferred. The Bolsheviks, surrounded on every side, have not the same opportunity to get supplies as have the generals opposing them. No doubt there are great numbers of people who only await a favorable opportunity to rise against the intolerable tyranny of Lenin and Trotsky, than which the iron rule of the czar was never more bloody and cruel. The stories told by reliable persons who have lately come out of Russia are all in line in branding the Bolshevik regime as one marked by hideous cruelty and intolerance. Salvation for Russia does not lie in that direction, and by slow degrees the truth is forcing itself upon the consciousness of the ignorant, easily-led and too easily misled peasants of the country. They were deceived by glowing promises of a new social order that would enrich every body, and now they are learning that they have been deceived. In due time their vengeance will be wrought upon the leaders who have betrayed them. For Bolshevism is a passing madness whose end seems almost in sight. It is as far removed from the ideal of human brotherhood as darkness is from the light of the noonday sun.

TODAY IN ONTARIO

News from Ontario will be eagerly awaited tonight, because the fate of the only Conservative provincial government in Canada is at stake, and the voice on the question of prohibition is to be heard. When Quebec decided in favor of light wines and beers there were many who asserted that other provinces would also show a reaction from the rigid regulations of war-time; and Ontario is the first to deal with the matter. For that reason the result of today's voting is awaited with very keen interest. The votes of the women will be a determining factor, and there is also a good deal of curiosity to learn to what extent they will avail themselves of the franchise. Apart from the claims of the stalwarts of each political faction that their side is sure to win, there is an unusual lack of prophecy in regard to the outcome of the elections. Between the Conservatives, the Liberals, the farmers, the labor men and independents the situation is so uncertain that until the vote are counted the outside observer will be in doubt whether the government is to be sustained, the Liberals and farmers have a majority, a condition arising which will tax the resources of the various leaders to form an administration which would have a good working majority in the house. The campaign has been lively, with bitter personal controversy between some of the candidates, and today is probably the most strenuous election day the province has experienced for a long period.

The Standard has discovered that "Liberals of Victoria county are disgusted with the leaders." Will they come down to the busy convention in St. John to get new ones? Several may then be looking for a job.

LABOR TROUBLES

The steel strike has entered upon its fifth week, with immense loss to employers and employed, and with no sign of a settlement. The companies claim that more men are daily returning to work, but the strikers insist that only unskilled labor is going back or getting employment in the mills. Today comes news from Washington that there is now very little hope of averting a strike by half a million bituminous coal miners, who among other things demand a five-hour day. Negotiations, however, are still in progress. Meanwhile the longshoremen's strike in New York is not satisfactorily settled, the radical wing of the strikers being still averse to a return to work. Should the coal miners really go out a very serious situation will develop, throwing upon congress a burden it will not relish but must accept, for in a very short time a most serious condition with the industries of the country would develop. There is still time to form an agreement, but the opposing interests apparently are not getting together in a spirit that would make for harmony. One of last night's despatches said that strike-breakers would be used on the New York waterfront this week.

On the subject of military training the Bangor Commercial says:—"We now have testimony of the Massachusetts branch of the American Legion in favor of universal military training and these young men are best qualified to judge. They speak emphatically and they speak from knowledge. They have the support of the best American thought and the parents of the young men who have been in service. They speak for the best interests of the country and their word should be given weight as we are confident that it ultimately will be when Congress finally decides to act. What better way than this can be found to teach Americanism not only to young American patriots but to the millions of the foreign-born?"

The formation of a Music Society in St. John is an event of more than passing interest. Far too little attention is given to musical culture in this city, and the new movement is a step in the right direction. There is another organization which has been in existence for some years but which has never received adequate support. That is the Art Club. It is capable of being made, with proper support, a great educational factor in the life of the city.

Toronto Globe—"In arranging for the distribution throughout Ontario of prohibition leaflets and other literature by airplane the Referendum Committee not only adopted a method of spreading information about their cause that still possesses the attraction of novelty, but they displayed enterprise and energy that is a tribute to their efficient and business-like methods."

That was a striking sentence in Father Vaughn's address at the Congress on Tuberculosis in London, when he said:—"It is terrible to think when the death rate has exceeded the birth rate so greatly, when the nurseries are silent and the divorce courts are clamorous, that tuberculosis is also making a heavy levy on human life."

THREE SENTENCED TO DEATH

Trial of Several Contributors to German Staff Paper During War

Paris, Oct. 20.—The trial of various persons who contributed to the Gazette des Ardennes, published during the war by the German staff in the French language, ended yesterday. Of the defendants charged with giving intelligence to the enemy, Second Lieutenant Roger Herre, Louis Lavergne and Henri Crochet were sentenced to death. The last named has fled the country. Seven of the defendants were given sentences ranging from five to seven years. Yvonne Via, an eighteen-year-old girl, who wrote three articles for the Gazette, was sentenced to five years' imprisonment.

TWO MORE SOON TO FOLLOW

THE "CANADIAN NAVIGATOR"

Montreal, Oct. 20.—The Canadian Navigator, the sixth vessel built by the Canadian Vickers, Limited, for the government merchant marine, was successfully launched yesterday afternoon at Matane. The ceremony was presided over by Mrs. Duguid, wife of Charles Duguid, naval constructor for the department of marine at Ottawa.

The Canadian Navigator, which is about 4,350 tons deadweight, was taken down to the fitting basin, where engines and boilers will be installed, and it is expected that the ship will be handed over to the Canadian government merchant marine here within a month. Other ships are also on the stocks and it is expected that two more will be added to this fleet before navigation closes.



(Copyright by George Matthew Adams.)

THE DARK DAY

When the day of sickness comes, as it comes to every gent, and you sit, with folded thumb, far too weak to earn a cent, will you have your little roll, to defray the beastly bills, to procure the grub and coal, and to buy the needed pills? Feeling well, men do not think, do not keep that day in view, when their health is on the blink, when they have the itch or flu, and they blow in all they make, blow it with their hearts' desire for glad rags and angel cake, blating gums and gasoline. Each one thinks he is immune, sickness will not come his way, and he blows the round doubloon in his large and princely way. But some morning there's a call for the doctor and the nurse; there's congestion of his gall, and he's hourly growing worse. And he lies around in bed just a week and fiddle waddle with a poultice on his head, and a plaster on his neck. And his wife has pawed her duds, and she's washing by the day, in a cloud of steam and soap, just to keep the wolf away. And he hides himself so well! And he sighs, "When I am well I will grip the useful seal till I make the eagle yell."

CANADA—EAST AND WEST

Domestic Happenings of Other Days

SHOOTING THE RAPIDS

Thousands each summer now enjoy the thrill of shooting the St. Lawrence rapids; it is one of the many delightful experiences of the Dominion of Canada. But until October 19, 1940 no large steamer had ever attempted to run the raging waters between Kingston and Montreal. The Indians in their little canoes were undaunted by the foaming waters and made frequent trips through the most violent timbermen were accustomed to bring their rafts through Lachine rapids in the days when such rafts were common on the river. But with the advent of steam navigation and the disappearance largely of the rafts the rapids were left untraversed.

Up to 1897 the lake steamers did not venture farther down from Toronto than Kingston but soon after that date the attractions of the Thousand Islands became so well known that little steamers plied to that part of the river and to Prescott. From that town the "Dolphin" sailed every morning to the head of the Longue Sault Rapids. Passengers reached Montreal the same night by stage to Cornwall, thence through Lake St. Francis by steamer. At Coteau du Lac they took the stage to the Cascades where a small vessel, the Chieftain, brought them to Lachine. A stage coach ride of six miles completed the trip to Montreal.

It was not until 1846 when the English Canadian was opened, that the Upper Canada steamers began to do so. The St. Lawrence rapids as they do now. But in the late Hon. John Hamilton had built a powerful ship, the "Ontario" with the expectation that it would be able to run all the rapids between Montreal and that city but she had to be abandoned by the new owners. On October 19 of that year the ship made a safe trip through the rapids of the river, the first large ship to do so. But there is no record of any other vessel making the attempt for several years. Only one ship ever ascended the rapids; that was the Dolphin when she was tossed up by twenty coils of oars in 1888.

ON GROWING OLD

(John Masfield in Atlantic Monthly.)
Be with me, Beauty, for the fire is dying.
My dog and I are old, too old for roving;
Man, whose young passion sets the spirit flying,
Is soon too lame to march, too cold for loving.

I take the book and gather to the fire,
Turning old yellow leaves. Minute by minute
The clock ticks to my heart; a withered wire
Moves a thin ghost of music in the air.

I cannot sail your seas, I cannot wander
Your mountains, nor your downlands,
Ever again, nor share the battle yonder
Where your young knight the broken squire maligns.

Only stay quiet while my mind remembers
The beauty of fire from the beauty of embers.
Beauty, have pity; for the young have
The rich their wealth, the beautiful their grace.

Summer of man is fruit-time and its flower,
Spring-time of man all April in a fecund cloud,
The begonia with the saucer in his hand
Asks only a penny from the passing crowd.

So, from this glittering world with all its fashion,
Its fire and play of men, its stir, its surge,
Let me have wisdom, Beauty, wisdom and passion,
Bread to the soul, rain where the sunners parch.

Give me but these, and though the darkness closes,
Even the night will blossom on the rose.

LIGHTER VEIN

Why He Moved.
"Doesn't her singing move you?"
"It did once, when I lived in the adjoining flat."—Boston Transcript.

Worse Than the Reality.
"I s'pose this cowboy life is a rough one?"
"I utter think so until I got into the movies."—Louisville Courier Journal.

The Utterior Motive.
"Charley, dear," said young Mrs. Torkins, "want you please go on explaining the League of Nations to me?"
"Why, I've talked by the hour on that every night for the last week."

"Yes. And just as soon as you begin baby steps fretting and drops off to sleep."—Washington Star.

Taking No Chances.
Bacon—"Been buying a couple of books I see?"
Egbert—"Yes; just got 'em down the street."

"What books are they?"
"One's a cook book for my wife; the other's 'First Aid to the Sick' for myself."—Yonkers Statesman.

TREATY FIGHT IN THE FINAL STAGE

Hope of Progress This Week in Washington in Framing of Ratification Resolution

Washington, Oct. 20.—The long treaty fight in the senate is about to enter its final phase. Leaders hope during the coming week to clear away all proposed amendments and make substantial progress in the framing of a ratification resolution.

Virtually conceding that no amendments will be adopted, the opposition managers are determined to qualify the ratifying resolution with reservations and Senator Lodge's Republican leader, declared last night that a decisive majority would stand for reservations that would be "unequivocal and effective."

Privately the opposition leaders declared Mr. Lodge's contention was backed by an understanding amounting virtually to a complete agreement among all of the forty-nine Republicans and six Democrats to stand together for a reservation programme evolved after many weeks of conferences. It was said that all of the details had been agreed upon, though on general principles and in some cases on phraseology itself, the fifty-five senators had been brought very close together.

How far the remaining forty-one senators will go in their opposition to reservation is an uncertain question even in the minds of some of the leaders. They have stood unwaveringly in the long fight for President Wilson's programme of a ratification that would not require the re-negotiation of the treaty to the other powers. But it is for the president himself to decide finally whether he will accept that bridge until it comes to it. It would take only thirty-three votes to prevent ratification.

THE GOVERNMENT AND THE GRAND TRUNK RAILWAY

(Montreal Herald.)

A government measure providing for the absorption of the Grand Trunk Railway by the Canadian National Railway System is expected daily by parliament. There is a report that the differences between the government and the company as to price are to be submitted to arbitration, though negotiations were said some time ago to have reached a point involving an annual rental of four and a half million dollars.

It is a fact in Canadian history that the construction of the Grand Trunk Railway between Montreal and Hamilton was, in its inception, joined up with the fortunes of the government of the day. At that time, 1849, it was believed that there would be sufficient Canadian traffic to support a railway connecting the principal cities and towns of the old Province of Canada. The government determined to assist the companies and legislation was under consideration in 1851 when a deputation from the maritime provinces, consisting of the Hon. Joseph Howe, then leader of the government of Nova Scotia, and the Hon. E. B. Chandler of New Brunswick, visited Toronto and invited the co-operation of Canada in the construction of the I. C. R., which had already been surveyed by officers of the Royal Engineers on the joint application of the three provinces, and which the Imperial government had offered to aid by a guarantee. An agreement was reached between the three governments to provide for the joint construction of a railway between Halifax and Montreal, each province to bear one-third of the cost.

During the session of 1851 parliament granted charters to companies to construct railroads between Toronto and Kingston, and Kingston and Montreal, which were reserved for the Royal assent in order to keep the control of future action in the hands of the government. The Grand Trunk prospectus was issued in London after the representation of five different companies, three of which were under government control, had agreed on a scheme of amalgamation, which included construction of the Victoria Bridge. There is the least authority for the statement that the government of Canada was so concerned about the details of the amalgamation scheme. Among the securities described in the London prospectus were Canadian government bonds for \$3,000 a mile over the re-organized Grand Trunk Road. The president of the Grand Trunk Company, Mr. Potter, afterwards declared that the prospectus was issued under the aus-

The "Jewel" Ash Sifter



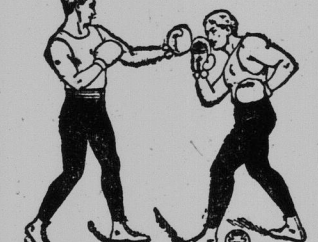
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