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THE EVENING TIMES-STAR, ST. JOHN, N.B., TUESDAY, JUNE 3, 1924.

The Evening Times-Star

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ST. JOHN, N. B., JUNE 3, 1924

LONG MAY HE REIGN!

This day the British Empire celebrates joyously the birthday of His Most Excellent Majesty, George V. "By the grace of God, of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India."

His Majesty was born on June 3, 1865, and came to the throne upon the death of his illustrious father, Edward the Peacemaker, in 1910. The Great War had an adverse effect upon some of the smaller monarchies, but its close found the British Sovereign more firmly than ever established in the affections and good will of the people of the British Empire. Their deep devotion to the Crown and to all that it symbolizes, exhibited in so marked a degree throughout the reigns of Queen Victoria and her great son, King Edward, has been continued steadily and in full volume, and His Majesty's sterling services to the country during the war, his earnest support of all good causes, his unfailing regard for the high traditions of the race, and his wise attitude with respect to diplomacy and foreign relations have continuously increased his prestige and the respect and esteem in which he is held throughout the Empire.

It is said in other countries that if other races had been so fortunate in their kings as Great Britain has been, and this view is not only true but it does no more than justice to a House which has given to the Empire sovereigns like Queen Victoria, King Edward and George V., and an heir apparent of such admirable qualities as those of His Royal Highness the Prince of Wales.

The Empire is not without its troubles here and there, but none in sight is so grave as many that have been conquered in past years, and the united British peoples continue to be, under wise leadership, the greatest single force in the world for the advancement of liberty and peace. Almost without exception the other countries of the world wish the British Empire well, recognizing that its strength is devoted not to aggrandizement but to the true advancement of world welfare. On many occasions, in war and in peace, His Majesty has given expression to sentiments well trying the spirit of the Empire, and he has had no small part in making its character and its purposes understood and in winning for it universal respect.

The greatest human family which ever existed under one flag salutes His Majesty today and wishes that he may reign long and happily.

TAXI REGULATIONS.

A new city by-law concerning taxicabs has been prepared and awaits adoption by the Council after it has been looked over by the City Solicitor. It provides for a board of three members, including the Chief of Police, one person to be named by the Commissioner of Safety and a third to be named by the owners of taxicabs. Licenses will be issued by the Mayor upon the recommendation of this board, which will have power to cancel licenses for various faults or offenses. Drivers of such vehicles will require a provincial chauffeur's license in addition to coming under the proposed city regulations.

It is to be noted that the board to be appointed, if it carries out its work thoroughly, will afford protection to the public on the one hand, and to careful and competent drivers and owners of cabs on the other, while it will fall sharply upon those who are delinquent, reckless or incompetent. It is proposed that there shall be a thorough inspection of all taxis, not only to see that they are clean, but to make sure that the cars are in good order and in every way safe for use.

It is of the utmost importance that such inspection should be made at short intervals, and carried on in no casual fashion. By appointing the board the city is very properly undertaking to provide a greater measure of public safety, and this is clearly a case of what is worth doing is worth doing well. Accidents will happen, but there is no excuse for the use of public vehicles which are out of repair, or for entrusting them to drivers who are in any way unreliable or inefficient.

Enforcement of proper regulations and frequent inspection by a member of the board who is an expert on motor cars are highly necessary precautions. This civic policy is one to be commended even from the angle of taxi owners, and those who have good cars in service and who employ competent and reliable drivers will have their reward in securing more business. Offenders should be dealt with severely. It should be made clear from the first that the board means business. Modern traffic conditions render constant and effective regulation of vital importance.

THE FISHERMAN.

The style of the Ontario fisherman will be cramped somewhat when new regulations devised at Ottawa and applicable to the premier province take effect. No government, fortunately, can control the fisherman's conversation or limit the size of the fish that he betrays confidentially. But something can be done officially to control the fish hog, even if the effort sometimes places undue restraint upon the good sportsman. Under the new rules a fisherman in Ontario may use only one line. It seems that there are some peculiar fishermen in Ontario who have been in the habit of using several lines. Formerly the use of more than three hooks on a line was forbidden, but now, though only one line may be employed, there is no limit to the number of hooks, and the fisherman whose idea of sportsmanship permits him to use artificial inventions armed with many hooks will be without restraint.

The changed law forbids anyone in Ontario to have in his possession at any time more fish than are contained in two days' legal catch, this referring particularly to black bass, salmon trout, speckled or brown trout. The man who is found with an illegal accumulation of fish can no longer escape by saying that they represent a catch of several days. Hitherto Ontario gentlemen caught with fish shorter than the legal limit have sometimes represented that shrinkage set in soon after the fish were caught. Under the new regulations fish of doubtful length must be measured, and "these measurements are to be made from nose to centre of tail and shall apply without any allowance made for shrinkage." Anyone catching an Ontario pickerel less than fifteen inches in length must now throw it back. The view in New Brunswick is that the pickerel is one of the trout's chief enemies and deserves no such consideration.

Nothing is said in the regulations about the fish that get away, the ones that leap out of the landing net, or being brought almost over the side of the boat, break the tackle by an unexplained display of violence and return safely to the depths. These are the real big ones, as a rule. Measured hurriedly by the excited eye of the fisherman, "from nose to the centre of the tail," they frequently attain extraordinary proportions. So, at the worst, the sport in Ontario is far from being ruined. Some of its chief delights remain as of old.

"ON TO THE BAY."

The Maritime Provinces and a large portion of Eastern Canada generally are slightly sceptical about the utility of the Hudson Bay Railway, and it is to be noted that in British Columbia there are no more enamored of the project than we are. Sympathy is expressed there with the natural anxiety of the farmers in the Prairie Provinces to secure lower transportation rates, but the Victoria Colonists, urged by the Dominion Government to rush in from further construction until it has been proved to the satisfaction of ordinary business men that the enterprise would be a paying one. And many engineers say it will never be that. Indeed if the Government regards the weight of testimony the project is likely to die.

So far as the route is concerned, there is no doubt that the railway can be built—at an excessive cost—for modern engineering makes light of obstacles; but that there is any need or excuse for building it has yet to be shown. With all the railways we have, and with all the ports we have on our east and west coasts, and considering the steadily growing volume of freight that must be carried both ways, it might be thought that our main trunk lines are needed to meet national transportation needs and that the development of feeder lines as traffic-producing territory grows is the only step required. There remains, of course, the need for easier rates. The West has had some relief in this respect already, much more than the Maritime Provinces, but further relief in the matter of rates for the country at large must be expected when the volume of traffic grows. Winnipeg has formed an "On To The Bay" association which promises to be an active body constantly applying a great deal of pressure at Ottawa for the completion of the Hudson Bay road, and much of the West favors this plan in the hope that it will help to bring more prosperous conditions to the prairie district. But even among the westerners it is a question of hope rather than of conviction that the project is economically sound.

Hudson Bay might look like a more inviting investment to both the East and British Columbia if the ports of Vancouver, Prince Rupert, Montreal, Quebec, St. John and Halifax were unable to handle all of the incoming and outgoing traffic which the great transportation systems of Canada could give them. Until they fail the country, which they will never do if their

equipment keeps pace with the growth of traffic—and the Government should see that it does—why gamble on Hudson Bay?

Press Comment

CALIFORNIA'S CLIMATE.

(Youngstown Vindicator.) Only in California's wonderful climate could a movie hero's pants regain their crease one minute after a dip in a raging torrent.

ONCE—NOT TWICE.

(Manitoba Free Press.) Recently we heard a story about the president of a republic not unknown—either of them—to most newspaper readers. This president was visited by a Senator and after the Senator had spoken for a while, it was suggested to the president—who is a man of few words—that the senator might like a drink. "O, yes," said the president, and he went to a cabinet, and took out a bottle and one glass and poured out a drink and gave it to the senator. Soon after another visitor called and it was suggested that he too might like a drink. "Oh, yes," said the president, and he got the bottle and the glass and gave him a drink. "Perhaps the senator would like another," it was suggested to the president, "The senator has had his," said the president, who is a man of few words, and he put away the bottle.

DIVORCE IN CANADA.

(Toronto Star.) The old story that "In May, 1920, the Ottawa House of Commons passed seventeen divorces in seventeen minutes" is still going the rounds, and now appears in the London Express.

It is one of those half-truths which the whole truth seems never to catch up. The fact is that the seventeen divorces had all been gone into carefully by the committee of the Senate which exists for that particular purpose. They had been tried in the committee as before a parliamentary divorce court. As all parliamentary divorces are treated in that way, the House of Commons seldom interferes. The passing of seventeen divorces in seventeen minutes had therefore no significance.

But if the Express is unfair to Canada when it gives the impression that divorces are as before a parliamentary committee, it is more than fair to the dominion when it states that "in 1923 there were only 59 divorces in the whole of Canada." That is an amazing statement. In 1923 there were 116 divorces granted by parliament alone, and these were not the total for Ontario and Quebec only. The other provinces have courts which granted hundreds of additional divorces. The total for 1923 is not available, but the all-Canada record or previous years is as follows: 1919, 376; 1920, 429; 1921, 548; 1922, 544.

Yet, at a time when the growth of divorces, and the growth of divorce in the neighboring republic has also had its effect upon Canada. Many of the United States States to be divorced in addition to those who have been divorced at home. But if the Express were to send a commission to Canada, he would find that divorce has not reached anything like the proportions in the dominion that it has reached in the United States, or even in England. With the United States there is no comparison at all. The attitude of the public mind in these neighboring countries, and if divorce is tolerated in Canada, it is at any rate not fashionable. The great majority of prominent men have been divorced. Most Canadians look upon divorce as a "way out" which is justifiable only under the most exceptional circumstances.

WHAT IS CULTURE?

(Minneapolis Journal.) A correspondent asks what we mean by "culture." Well, culture is one of those words that have various connotations. It means different things in different contexts. It has wider and narrower significance, according to the context.

Matthew Arnold popularized the word in America along in the Eighties. Thenceforth Americans used it instead of that favorite word in the middle of the nineteenth century, "refinement." Yet, as a matter of fact, the Arnold culture is not refinement. A person might be refined, yet devoid of culture in the Arnold sense. Conceivably a person might have culture and yet lack refinement. Dr. Samuel Johnson, for example, was scarcely a refined person, yet in culture he was foremost in the England of his day. Gilbert Chesterton of our time is not especially refined, but has quite a respectable fund of culture. The great Jonathan Swift was about as little refined a man as appears in literature, but his culture was remarkable. Arnold defined culture as an acquaintance with the best thought of all the ages. Such intellectual culture supposedly results in refinement, but not necessarily. The point is that Arnold's culture is an intellectual matter primarily, and is not concerned for what is known as "good breeding." Some great men intellectually have been conspicuous for lack of good breeding.

Culture, in the sense in which the Journal frequently employs the word, is not at all Arnoldian. A savage tribe has its culture, as do every age and nation. One may speak of the culture of an illiterate population, and not be abusing the word. A civilization is not the less a civilization because it is not a culture. The German Kultur, which we learned to abominate during the late unpleasantness, conveys the meaning more precisely.

The boorish Muscovite Boyars whom Peter the Great shaved, bled, and kicked upstairs to the level of Western Europe, had their culture, quite as much as did the Court of Versailles that day. That is to say, the Moscow nobles had their customs, habits, ideas, sentiments, which they practiced in their peculiar dwellings in their particular city. Their culture did not please Peter, who cracked his subjects' skulls in order to constrain them to accept other culture. Japan retains her own ancient culture, beneath the veneer of Western culture she has acquired.

Properly speaking, there are no degrees of culture. There are low and high cultures; but the low culture of the Hottentot is just as much a culture as the high culture of the Frenchman.

AN OLD SHIPBUILDING TOWN

Proud brigantines were born here In days when ships were proud; And still the old men mourn here That topsail, boom and shroud, That built of truest timber (A master caulked the seams), And tall mast, straight and limber, Live only in their dreams.

Upon this rotten cradle, Upon yon fallen slip (As in a magic land) The tree became on a ship That glided gayly, gladly Along the greasy ways, Shipyards are silent, sadly Neglected nowadays.

Proud brigantines were born here In days when ships were proud; But now the old men mourn here And speak their grief aloud; For time, with ruthless pestle, Will not respect a dream, He who hath built a vessel Must hate the age of steam. —John Hanlon, in New York Times.

IN LIGHTER VEIN

A General Concession. Motorist—"Flying machines will eventually supplant automobiles, in my opinion." Friend—"But what will be done with these expensive roads?" Motorist—"Oh, I suppose we'll have to let pedestrians and farmers use them."

His Bad Dream. "Mrs. Strong is fiercely angry with that society reporter." "What did he do?" "Announced in his report that Mr. Strong and his wife were present, instead of Mrs. Strong and her husband."

It's The Same In Boston. I can't get shaved; I'm in despair, There's a girl in every barber's chair. —Don Marquis.

One or The Other. Aunt—"Well, Elsie, and so you're knee-deep in spots? Do you know how old I am?" Elsie—"Let me see, auntie. I never can remember whether you are twenty-eight or eighty-two."

Hammond Eggs. Percy Hammond, the New York critic, answering a correspondent with regard to musical plays, writes: "Most of these, as you know, are like the vicars' egg, a bit rotten in spots." As we remember it, Percy, it was the curate's egg and it was "very good in spots."

Similia Similibus Curantur. Nixdore—"I say, old man, is your daughter going to practice on the piano?" Naylor—"I believe so." Nixdore—"Well, then, I'd like to borrow your lawnmower. I've got to cut the grass somewhere, anyway."

A Larger Outlook. "You shouldn't be dissatisfied," said the optimist, "look at all you have." "Yes," returned the pessimist, "but look at all I haven't."

PLANES OR ZEPPELINS?

Round-the-world flying, which is meeting with misfortunes and delays for both British and United States crews, is causing scientists to stop and consider what they can learn from these experiences. The attempts have brought more difficulties than expected, but not too many to be solved in the future. Some opinion is drifting toward the Zeppelins as the most dependable for round-the-world flying, but the ability to make them pay their way remains to be solved.

An earth-grinding flight involves just about everything that the elements have in store for travellers," writes Howard Mingo, in the New York Times. "Whether they fly in the name of their country, of science, or a transportation company, the fliers must conquer fog and rain, ice and snow, torrid heat, typhoons, hurricanes, high winds and stifling sandstorms. Whether they fly their country's colors or the house flag of a mail-marine line, they must hurdle mountains, high seas and precipitous coasts, barren, desolate wastes, and thick, impenetrable jungles—all this in a single flight around the world. If they do it regularly, they must have first eliminated all chances of failure. They must be prepared to come through too schedule.

"Land and water terminals must be provided for world traffic before flying can be a regular basis. But there is no contradicting the evidence before our eyes. The Zeppelin reparations alarship about to be delivered to the United States will be able to fly from Berlin to New York within four or five days, despite bad weather. It can travel from New York to San Francisco in less than two days, and continue on to Honolulu in less than thirty hours, provided there are no interfering factors. A single ship of its size could fly around the world within twenty days without stopping. Such an alarship any after ill effects, and by a responsible organization. Engineers say that these craft will be familiar sights in another ten years.

Those who predict that dirigibles will be the world-circling machines of the future are further supported by the fact that no aeroplane has yet been built that is competent to make such practical flights."

There are still some excellent accommodations available for June on our superb ocean ship—despite the exceptionally heavy bookings. If you would avoid disappointment and be certain of a comfortable cabin, we suggest that you book your passage at once.

Doric (new)	June 7
Megantic	11
Regina (new)	24
City of Exeter	25
Canada	28

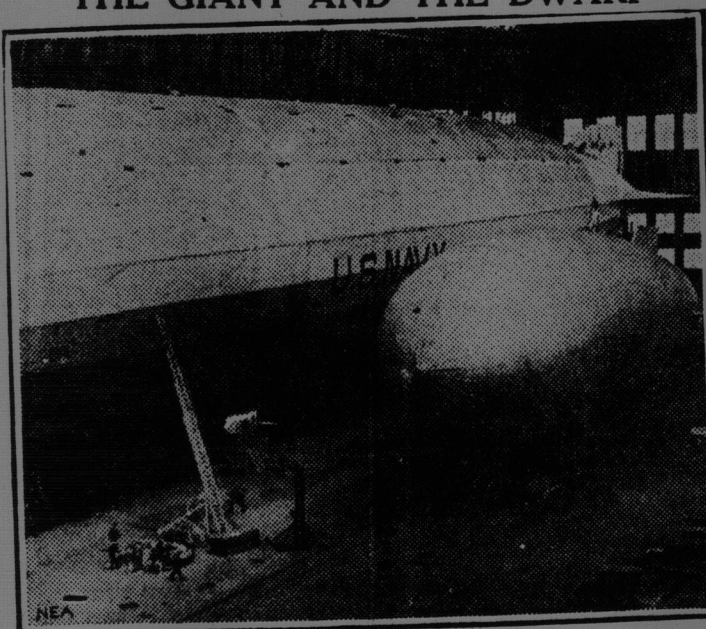
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THE GIANT AND THE DWARF



Here are two extremes in Uncle Sam's naval aircraft—the giant dirigible Shenandoah and the baby blimp J-1. Both are at the Naval Air Station, Lakehurst, N. J. The smaller blimp is a new model of non-rigid design.

"TIZ" FOR ACHING, SORE, TIRED FEET

Good-bye, sore feet, burning feet, swollen feet, aching feet, tired feet. Good-bye, corns, callouses, bunions and new spots. No more shoe tightness, no more limping, with pain or drawing up your face in agony. "TIZ" is magical, acts right off. "TIZ" draws out all the poisonous exudations which puff up the feet. Use "TIZ" and forget your foot misery! Ah! how comfortable your feet feel. A few cents buys a box of "TIZ" now at any drugstore, or department store. Don't suffer. Have good feet, glad feet, feet that never swell, never hurt, never get tired. A year's foot comfort guaranteed or money refunded.

EURIPIDES THE THINKER

The laurel-wreath of which Heine speaks . . . none will deny him; but he, too, like Heine, came with a sword, not with the immortal peace of Sophocles, upon the stage of Athens, though only, as it may have seemed to his contemporaries, in the end to lose it. Yet the morning, the centuries to come, were his. It is no "old, unhappy, far-off thing," this struggle. It is a struggle today. Man's life has, Janus-like, two faces. Some look back, for the world seems to darken before them.

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NO MORE WEAK AND DIZZY SPELLS Since She Used MILBURN'S Heart and Nerve Pills

Miss Bertha Charlotte, Regina, Sask., writes: "I have had a lot of trouble lately with what I thought was heart trouble, and after any unusual exertion I always felt sick. My doctor advised a complete rest and change, but this I was unable to do. I became interested in Milburn's Heart and Nerve Pills, so started taking them. I have now taken three boxes and am so much improved I can do about my daily work without feeling any after ill effects, and by a responsible organization. Engineers say that these craft will be familiar sights in another ten years.

Those who predict that dirigibles will be the world-circling machines of the future are further supported by the fact that no aeroplane has yet been built that is competent to make such practical flights."

There are still some excellent accommodations available for June on our superb ocean ship—despite the exceptionally heavy bookings. If you would avoid disappointment and be certain of a comfortable cabin, we suggest that you book your passage at once.

Doric (new)	June 7
Megantic	11
Regina (new)	24
City of Exeter	25
Canada	28

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STRUCK BY AUTOMOBILE.

There was some excitement in Prince William street yesterday afternoon at 4.10 o'clock, when automobile No. 8545, owned and driven by J. B. Moore, struck A. P. Belyea, of 150 Metcalf street. Mr. Belyea was knocked down

and injured. He was immediately rushed to the General Public Hospital, where two stitches were found necessary to close a wound on one of his elbows. After receiving treatment, he was able to proceed to his home as it was learned that the man had received no further injuries.

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THE BRIDE

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has come the happy custom of presenting to the bride stately, gleaming silver to lend to her dining room the atmosphere of hospitality and the touch of beauty so dear to the feminine heart.

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—so popular as a wedding gift, is featured in our silverware department, the ample range comprising Five O'clock Tea Sets, Creams, Sugars, Bread Plates, Sandwich Trays, Spoon Dishes, Bon-Bon Dishes, Tea and Dessert Sets, Fruit Spoons, Butter Dishes, and many such appropriate articles.

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