

THE EVENING TIMES-STAR, ST. JOHN, N. B., THURSDAY, SEPTEMBER 11, 1924

The Evening Times-Star

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THE LOCAL PRICES OF GASOLINE

There must be nearly a hundred thousand people in the Province of New Brunswick alone interested in the price of gasoline. We have more than twenty thousand cars, including pleasure and business motor vehicles, and there is no ready way of estimating how many motor boats, power yachts and small coasting vessels are using the power liquid, and yet, in spite of this, there is very rarely heard any complaint about the price of gasoline. Motor car owners in the principal centres of New Brunswick pay from 35c. to 40c. per gallon for their gasoline and if they happen to be in some of the country districts and require a supply a few cents can be added to the price almost anywhere. American tourists who come here sometimes object to the price, forgetting that their gallon contains only four-fifths as much as the (Canadian gallon) in other words, when they pay 17c. a gallon for gasoline at any place in the United States, they should pay about 22c. for it in Canada because of the quantity they obtain. But in the Upper Provinces, Quebec and Ontario, gasoline has been sold this year for about 25c. a gallon. In a few localities the price dropped to 20c. a gallon, and in the town of Kitchener, Ont., where there was some sort of a price war, the users of gasoline were only asked 18c. a gallon. The Mayor of the City of Toronto is about to cause some inquiry to be made as to why it is necessary for people living in that city to pay 30c. a gallon and put 9c. profit on every gallon into the pockets of the middleman. With gasoline sold for 17c. a gallon in the United States and the cost of transportation and duty only amounting to 1c., there does not seem to be any reasonable excuse for the price that we have to pay in Canada. Gasoline, however, has cost more in the City of Toronto than elsewhere in the Province of Ontario. There a motorist has been charged, on an average of about 30c. The reason is supposed to be that the service stations entered into some sort of a combine and regulated the price to suit themselves rather than the customers.

We are very apt in this part of Canada to accept the prices as they are made for us. Nobody has apparently inquired into what profit there is to the oil companies in their transactions with the public, and yet the time has arrived when gasoline is in the same class as a public utility; the people must have it and it is not fair that they should pay a price due to any arrangement, if one exists, between the oil companies. The latter should, of course, have a reasonable profit upon their trading, but some explanation should be given as to why there is such a difference between the United States price and the Maritime Province price. Right at the water, where gas should be cheaper than anywhere else in the province, there are three different kinds of the liquid fuel sold. For one the price is 40c. per gallon, for another 38c., and another 34c. This would be a proper subject for the automobile association to take up for the benefit of the owners of cars.

THE SPIRIT OF ADVENTURE

Now that the American aviators are nearing their objective it is recalled that they started on the 17th of March last, nearly six months ago, from Los Angeles, and that their journey has been one full of peril and adventure. Four planes started out and three are finishing the journey. The flight along the Alaskan coastline and west along the Pacific Ocean reads like a piece of fiction, covering as it does experiences and hardships never before endured by aviators. The British fliers were less fortunate, but it is pointed out that the American airmen had behind them the full resources of the United States Air Service, while McLaren, the leader of the British fliers, was hampered by reasons necessary to strict economy. There is a great attraction for many men in the dangers which surround efforts to explore new areas. Columbus and Jacques Cartier felt it over four hundred years ago and the result was the discovery of the American Continent. Then the ventures were upon the seas; now they are in the air. There are but few new lands to traverse and very few places where man has not placed his foot, but the air seems to offer great opportunities for daring, for science and for those venturesome souls who love to discover something new to make all kinds of marvellous attempts.

Spillers Overseas, Ltd., a huge British milling company, has acquired extensive interests in Alberta and is investing six and a half million dollars in Western Canada. This British concern has secured control of a flour mill in Alberta with a daily output of 10,000 barrels, and is building a terminal elevator at Vancouver to cost two million and a half of dollars. Now it has secured control of the Alberta Pacific Grain Company, which owns and controls 288 elevators.

Press Comment

COST OF A WEST POINTER.

(Mentor Magazine.)
It has been estimated that it costs the Government about \$10,000 to put a cadet through the four-year course at the U. S. Military Academy at West Point. This includes the pro rata cost of the officers and instructors maintaining at West Point to train the cadets and the yearly pay of the cadets, which is \$780 a year plus 80 cents a day allowance for food.

THE PERILS OVERCOME.

(Ottawa Citizen.)
"Thank God we are back on American soil," was the first exclamation of Lieutenant Smith of the American world fliers as he stepped ashore at Indian Harbor, Labrador, after completing the last, perilous, leg of his flight. The flight around the globe. And the utterance must have arisen from deep relief at having successfully navigated the 370 mile journey over the waters of Davis Strait where it joins the North Atlantic and brews cold fogs and bitter storms. For it was no joyous journey to be undertaken lightly, this flight from Ivigtut to Indian Harbor. A message from the U. S. Richmond speaks of the flight as being made at a maximum altitude of 100 feet to "avoid the patches of fog" dotting the course, and at times not more than 25 feet. These "fog patches" constantly sweep the gray surface of the water between Greenland and Canada. They come up quickly, enveloping in impenetrable and icy wreaths all in their path, blotting out the world, converting sea and sky into misty realms of nothingness.

In addition to the hazardous climatic conditions, the airmen also had to contend with engine trouble. Lieutenant Smith pumped gasoline into the engine for four hours as the flag plane of the fleet of two flew low over the ice and the sea. Small wonder the fliers were thankful to step on solid earth again. The perils of the sea will now give place to the assaults of newspaper photographers and the forays of souvenir hunters. The remainder of the journey across the continent will be a triumphal march. They will be showered with congratulations and gifts. And few will say they will not deserve them.

HOMES FOR CHILDREN.

In a letter to J. J. Kelo, superintendent of the Ontario Children's Aid, the secretary of the Howard Association, London, England, writes: "We are delighted to note that in Ontario you are endeavoring to reduce the institutional training of boys and girls to the lowest minimum. Home life is always preferable to institutional training. In this country is not so successful as its friends claim for it. It is not only that wayward children exert a harmful influence upon each other, but failure comes principally from the fact that character and self-reliance cannot be placed in what is practically a state of imprisonment. The contention of liberty evolves finer character than a condition of absolute control."

HIGH ALTITUDE PROBLEMS.

Lieutenants Macready and Stevens, of the Army Air Force, ascended in an airplane 32,220 feet above Dayton, Ohio, a few weeks ago, says Popular Science Monthly. At that height the airplane was invisible from the ground. When they looked down the city was obscured by a blue haze. Yet they snapped their cameras several times, and obtained remarkable photographs of the city—pictures in which the buildings, even the automobiles in the streets, were defined clearly. That they were able to make pictures of objects invisible to the eye is due to a "factor"—an extra long-focus camera, super-speed film and a "minus blue" filter that absorbed the ground haze. No aerial photograph ever before had been made from such a height as six miles.

The most common fault of beginners in tennis, golf and baseball is to allow their eyes to stray away from the ball.



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THE RAINS OF ARRAN.

'Tis not the Arran sunshine I'm loving best of all, But the little rains of Arran That suddenly do fall From out the breast of heaven, At morning and at eve, To fill the thirsty veins of earth And hush the winds that grieve: With gentle pitter-patter, The winds for ever more To hush within the heather That loves the Arran Shone. To wander far from mercy And farther still from grace. But I found a tongue, for praying Arran's rains upon my face. And in the dusk and coolness Of Sannox' lonely Glen, In the silver rain of Arran, I found my soul again. Jeanne Robert Foster, in "Wild Apples"

FORGETFUL STATESMAN.

Paul Painleve, president of the French Chamber of Deputies, has a reputation for being absent-minded which would seem to be justified by a recent incident at the Havre railroad station. M. Painleve went to Havre to attend the Franco-Belgian commemorative ceremonies. He was on the train, ready to return to Paris, when he announced that his trunk was missing. He had his several valises, but no trunk. The train was held 15 minutes while all the station crew searched for the missing luggage. Then M. Painleve called the station master aside: "Don't wait any longer; I have just remembered that I did not bring a trunk."

UTILITY OF THE TOP HAT.

A recent article in the Times of London on "Top Hats" recalled to a member of that paper an incident which he assures his readers is true. He was walking one day, he writes, with a friend over some arable land belonging to the squire, when

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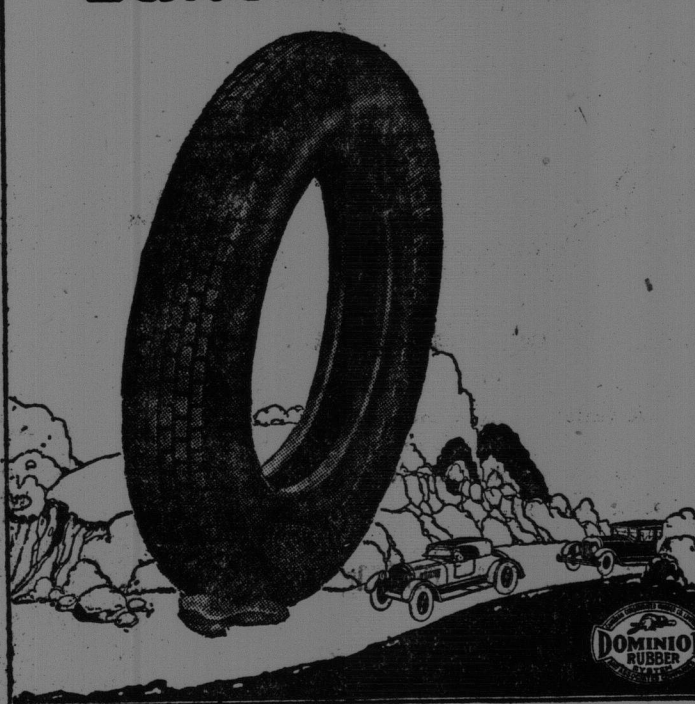
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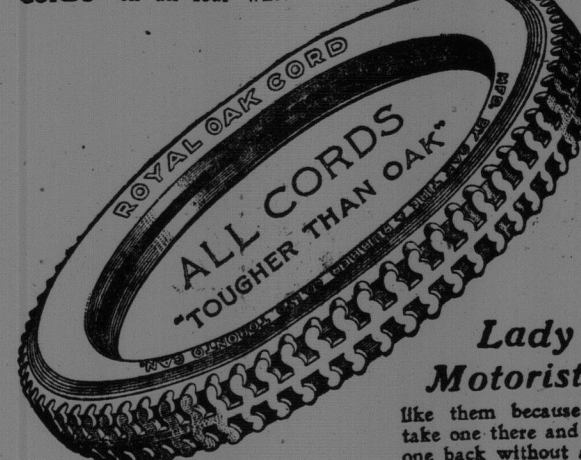
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