

The St. John Standard

H. V. MACKINNON Publisher
 22 Prince William St. St. John, N. B., Canada
REPRESENTATIVES:
 Henry DeClerque Montreal
 Louis Kieba New York
 Frank Calder Portland
 Freeman & Co. London, Eng.
SUBSCRIPTION RATES:
 City Delivery \$6.00 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

ST. JOHN, N. B., FRIDAY, APRIL 29, 1921.

TRANSPORTATION RATES

It seems to be agreed on all sides that the present high freight rates and other transportation problems are responsible for most of the difficulties which the industrial life of the Maritime Provinces have to contend with at this time. The subject has been discussed time and time again by various public bodies in the provinces, the Boards of Trade, Commercial Clubs, Business Men's Associations and so on, and resolutions have been passed condemning existing conditions on the ground that they utterly strangle all possibility of trade between the Maritime Provinces and Upper and Western Canada. It is practically impossible for Maritime manufacturers to compete with the manufacturers in other parts of the country, for the reason that the freight rates and inadequate transportation facilities add so much to the cost of the goods when laid down at destination as to render any profit out of the question.

While, however, existing conditions have been condemned over and over again by the interests concerned, the latter never seem to have been able to suggest any workable plan under which they can be remedied. Their criticisms have always been destructive, whereas what is needed under the circumstances is constructive criticism. It while they were pulling present conditions to pieces, they had suggested some workable plan under which they could have been remedied, they would have had something tangible to lay before the powers that be, and upon which they could work. It may be that the task of formulating a workable plan is one that can only be satisfactorily carried out by some one specially skilled in such matters. The details of any such plan must necessarily be highly technical in character, and such that only an expert in matters of that kind could satisfactorily deal with them. It would seem therefore that the proper thing to do would be to seek out such an expert and entrust him with the job. He would have to deal with his subject by and large, bearing in mind that there are several points of view from which it has to be considered.

Armed with a report upon the subject prepared by a man sufficiently well known as an expert for his views to command the respect and consideration that is required, the representatives of the Maritime Provinces could then apply to the Railway Commissioners with a certain amount of confidence—something that they have never been able to do as yet. It is not a very difficult matter to demonstrate the rank injustice from which these provinces are suffering at the present time, but it is more difficult to propose a remedy that, while benefiting them, will not cause more or less trouble elsewhere. It would be the duty of a traffic expert to suggest a scheme which while providing relief to the Maritimes, would not be so drastic or one-sided as to create opposition in other quarters.

We offer this suggestion for what it is worth, and as a possible means of solving one of the greatest problems confronting these provinces. There are doubtless other suggestions that may be made looking toward the same end; and those who know of them should come forward, for the sake of the general good.

THE OIL INDUSTRY

Canada has a long way to go before she contributes anything like her proper quota to the oil production of the world. Her present share is .06 of one per cent. The largest producer is the United States with 65 per cent and Mexico is second.

It is rather an astonishing state of affairs that North America should produce by far the greater part of the world's supply, and that the largest section of North America should produce none at all, or next to none.

The explanation, however, is not quite so creditable to Canadian enterprise as it might seem at first. It is only of recent years that the United States has developed oil in the west, while in Canada the intervening territory between the East and the West is a necessary blank because of the formation. The discovery line trended West to the end below it turned north and south. Although Mexico is second in current production, it is a very poor third in its total contribution, since flowing wells become a factor in supply.

The market for oil is quite unlimited at the present moment. Consumption is increasing more rapidly than production. According to figures quoted in the Winnipeg Tribune, in 1920 the United States produced 43,402,000 barrels and consumed 53,126,000 barrels. It imported 10,726,000 barrels. In addition to this, some of the main

WHAT OTHERS SAY

A General Application.
 "Britons never will be slaves" applies as well against proletarianism as against royal dictators—Chicago News.

The Kernel of It.
 "We shall raise objections to the Allies," says Herr Schiffer, "and we shall raise our voices." It would save a lot of bother if they would just raise the wind—Punch.

Local Satisfaction.
 Over in Ireland when you write something that offends the Sinn Féiners they shoot you down from behind a hedge, but over here in Toronto they merely send you some verses or stinging paragraphs. We like the local fashion the best, because we don't have to publish what they send us—Toronto Star.

Bouquet For Lloyd George.
 Great Britain is fortunate, indeed, in her present time of stress and trouble, to have a superman at the helm. That this opinion is shared outside of its boundaries is shown from the following tribute to his qualities by the New York Herald: "Wherefore today Lloyd George seems to all England, to all the United Kingdom, the one man for the national chieftainship against a self-willed minority which would pull down the whole structure to serve its own single, selfish purpose. This is not mere political agility and daring opportunism. It is statesmanship; it is genius, and it is masterful leadership—Hamilton Spectator.

Nationalized Industry.
 Here is an extract from a private letter just received from England: "What the miners want is nationalization of the coal mines. Then they can claim high wages as Government servants, altogether irrespective of the value of the labor."

Exactly! They wish to make themselves civil servants. Civil Service is not business. Nothing is business that does not pay a profit. Civil Service never does that, because considerations other than economic needs govern it.

So far we have only the beginning of the nationalization of industry. And what does this entail? It entails the diversion of men from productive industry into bankrupt enterprises supported by conscripting the wealth which the remainder of the population produce.—Montreal Herald.

A BIT OF VERSE

MY CANOE.

As feathers float in calm and storm,
 So lightly glides with wind and tide
 My little bark canoe:
 The steamer plows with cutting bows
 And close to nature wakes that lash the shore;
 But lightly skimming waters blue
 I keep near shore and wait for you.

The water blue with curve of green,
 And paddles softly dipping,
 The swish and ripple of the stream,
 And close to nature wakes that lash the shore;
 The narrow stream with many bends
 Reflects the elms and maples,
 The grasses tall and lily-pads
 Are full of silver ripples.
 —"Emerald."

THE LAUGH LINE

A grain of theoretical wisdom may turn out to be a pound of practical folly.

The man who marries for wealth is a gambler in boarding house futures.

The End.
 "I just got fired."
 "What for?"
 "For good."—Yale Record.

A Low Trick.
 Just when we are beginning to think we can make both ends meet some guy comes along and moves the ends.—The Pacific Leader.

Another Ford Joke.
 "Why are school teachers like Ford cars?"
 "Because they give the most service for the least money."—Life.

One Compensation.
 "Cheer up!" if the reformers use up all the "blue" for the "blue" law Sunday, there won't be any left for blue Monday.—Columbus Dispatch.

High and Steep.
 Gladys—"Madge has a high color, hasn't she?"
 Gwen—"Yes, the dear girl. That kind cost ten dollars a box."—The American Legion Weekly.

The Nightly Line.
 Teacher—"What, Oscar, is the Ancient Order of the Bath?"
 Young Oscar (puzzled)—"I dunno; Johnny usually comes first, then Willie, then the baby."—Life.

Why He Waves His Arms.
 Mrs. Sheridan says that Lentie gesticulates when using the telephone. Perhaps, as with us, it arouses feelings that can not be expressed in words.—London Opinion.

She'd Heard of Him.
 Tom and Annie had not been acquainted very long, and for the first time he was taking her for a trip down the historic Thames. It was new to her, and as they circled round the old lighthouse which helps to guard the mouth of the river, she became excited.

"Where are we going to now, Tom?" she exclaimed.
 "We're going round the Nore now, my dear," said Tom, as he pointed to the venerable lighthouse.
 "Oh, gracious, Tom," she said, in unbounded surprise; "I've heard of 'im! And is that 'is Ark?"

Just Foolish.
 Minor Fair is pretty,
 And Arling Fair is fair,
 But pretty Miss Fair
 And fair Miss Pretty
 Really have nothing
 To do with this ditty.
 I simply wanted
 To say it's a pity
 The way all the girls do their hair.

Benny's Note Book

BY LEE PAGE

Sunday afternoon I came home and rang the bell to get in, and all of a sudden I had a queer, thinking, G. I know what it all means in the parlor window and whoever opens the door won't see anybody out there and they'll think they're April fooled.

Which I quick climbed thro' the parlor window and snuck around in the hall and the front door was open and pop was standing on the top step in his slippers looking up and down the street, and I quick shut the front door to make it even more of a surprise, and pop tried the doornob and the door was locked, pop saying, Confound the luck, how did that door blow shut without a breath of wind to blow it? And he rattled it like anything, saying, And me out here with my slippers on and no key and not a soul I'd like to get a hold of the silly ass that rang this bell.

Me thinking, G.
 Which just then somebody started to go past, being Mr. Simkins, me telling him by his voice, saying, Well, well, well, going to take a walk in your slippers, Pops? Haw haw, haw.

Very funny in sure, if I catch the clown that rang my bell, he won't think its so funny, and pop.

Me thinking, Holy smoke, I better not open the door yet, this is fearful.

And I snuck up stairs and peeked out the 3rd story window and pops legs was just going thro' the parlor window on account of the rest of him being thro' already, and Mr. Simkins was still standing there laffin, and I snuck back to my room and got under the bed in case pop started to look around the house.

Which he didn't, and after a while I snuck out of the house and rang the bell again and pop opened the door and I wawked in the regular way as if it was the only way I ever went in, and pop didn't say anything so neither did I.

Forsaken Fiance

Wishes Bride Joy

"Sweetest Ever" is Note of Congratulation Received by Mrs. Kate Stevens Fagan.

New York, April 28.—A most interesting document received yesterday by Mrs. Kate Stevens Fagan, youthful bride of Richard Fagan, the Dartmouth College student with whom she eloped, was not a certified copy of her father's will, but a letter of congratulation from the man—said to be an Atlantic City physician—to whom she was reported to have been engaged.

When the missive arrived the couple were leaving their hotel for a shop tour, preparatory to a trip South.
 "Oh, look, Dick!" she exclaimed, "Isn't this just the sweetest ever?"
 Dick looked and nodded.
 "I guess we better get started," he said.

Nothing was heard from any one of the dozen or more lawyers Mrs. Fagan's father, the late Calvin Stevens, was in the habit of employing from time to time concerning a will. Mr. Stevens died last March, apparently without making provision for the distribution of his estate, valued at least at a million and a half, and possibly as much as \$15,000,000. Mrs. Fagan will get her share in any event, and she is not worrying anyway because her grandfather provided for her before he died several years ago.

Plans Not Matured.
 The plans of the young Fagans are not worked out yet. "Dick," as his classmates at Dartmouth call him, started out to become a mining engineer, but his marriage was not calculated upon when he began. He is inclined now to think a practical mining man is perhaps the thing after all—particularly if he is equipped with a young and beautiful wife. Consequently Fagan proposes to find a job after the interrupted honeymoon is finished and after a trip to Virginia and Texas.

Mr. Fagan let it be known that he and his bride may just pack up and take a train to Colorado, where he will get her into the Colorado School of Mines to finish his course.

May Allow Autos In Rockwood Park

With a view to allowing automobiles in Rockwood Park a request was made yesterday of the common council that they pay one half of the cost of removing a section of rock on the southern side of the road around the lake. The matter was referred to the mayor and commissioner of public works to make a report to the council.

On motion of Commissioner Bullock a vote was ordered issued to the Colwell Fuel Co. of a building on Nelson wharf at \$25 per year.

Regarding the tax of the Dominion Express Co., the solicitor reported that the city could do nothing but accept the \$281.37 offered instead of \$589.78 assessed last year.

Dr. Frink moved that the assessors be instructed to accept the sworn statement of the company regarding income. Carried.

The mayor said the amount had not been paid for 1920.

On motion of Commissioner Bullock the following scale of charges was ordered for the swimming across for this season: season tickets, under 16, \$1.

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Bill To Change

Civil Service Act

Ottawa, April 28.—A bill to amend the civil service act, was introduced by Hon. E. K. Spence, (Yarmouth and Clere) at the opening of the House of Commons this afternoon. The bill contains a number of tentative amendments, but Mr. Spence announced that he would ask for the appointment of a special committee to consider the whole subject of revision of the civil service act.

PRICE BROS. STAND FIRM.

Quebec, April 28.—Sir Wm. Price, president of Price Bros. & Co., Ltd., commenting here last night on the labor dispute, which resulted in the closing down of the Price paper-mills at Jonquiere and Kenogami, stated that the trouble had not yet been settled. He affirmed that so far as the company was concerned, it would never give in.

over 16, \$1.50; single admission 10 cents; lockers, 25 cents. In connection with the last charge the commission explained that it was intended to have some rooms which would lock and it was for these the 25 cent charge was to be made.

Regarding the installation of a gasoline tank for which the St. John Garage and Supply Co. made application, Commissioner Thornton recommended that the permission be granted. Carried.

The College Inn applied for permission to erect an electric sign in Charlotte street. The application was referred to Commissioner Frink.

Commissioner Jones was given authority to call for tenders for the trenching and back fill for laying a twelve inch water main in Winter street.

Commissioner Frink reported that it would cost \$50,000 to \$75,000 to the work residents of Somerset street were asking for.

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