

Standard's Automobile and Piano Contest Starts With a Rush!

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SHOWERS

THREE CENTS

BRITISH DIRIGIBLE LANDS AT MINEOLA, L. I.; HISTORIC PARLIAMENT SESSION CLOSES TODAY; THE DEADLOCK CONTINUES OVER PROHIBITION

OVER \$800,000,000 VOTED BY PARLIAMENT FOR EXPENDITURE DURING CURRENT FISCAL YEAR

During the Four and a Half Months of Its Duration Much of Its Legislation and a Great Deal of the Debates Reflected New National Ideas Born of the War, and a Considerable Portion of Both Was in Response to Insistent Public Demands—Session Was Historic in a Political Sense.

Special to The Standard.

Ottawa, July 6.—The session which closes tomorrow, the second of the thirteenth parliament, added legislation both voluminous and important to the statute books of the country. During the four months and a half of its duration, over one hundred and fifty measures passed the two houses, and received Royal assent, and over \$800,000,000 was voted for expenditure during the current fiscal year. Much of the legislation, and a great deal of the debates, reflected new national ideas born of the war, and a considerable portion of both was in response to insistent public demands. In past days the majority of bills enacted would have been considered radical, and at present days they must be written down as progressive. In point of the magnitude of monies voted no session of pre-war days ever approached such a record.

Political Changes.

Apart from a legislative, but purely in a political sense, the session was historic. Parliament met under a shadow. With its notes almost completed, Sir Wilfrid Laurier, the venerable leader of Canadian Liberalism, was stricken at his home and three days later passed from the scene. His death had a profound effect upon the political situation and the opposition, its ranks already decimated by the fortunes of war, politics were left in the seemingly hopeless position which the passing of Mr. Gladstone and the failure of Lord Roseberry placed British Liberalism a quarter of a century ago. Mr. D. McKenna, a Nova Scotia barrister, more than Liberal in his inclinations, was appointed temporary leader, but, although he, at times, disclosed unlooked for qualities of steadiness and parliamentary capacity, opposition tactics and achievement suffered immeasurably by reason of the fact that the great tactician was no longer at its head.

For the greater part of the session the government also worked under temporary or acting leaders. Sir Thomas White, who let the house and the government in the absence of the prime minister, had a task not without difficulties and danger, but his conduct proved more than equal to requirements and greatly enhanced an already established reputation as a statesman of sanity and vision. A much heralded and as greatly feared insurrection in the government's ranks failed to materialize in any formidable degree. The opposition Liberals made persistent, if sometimes awkward, efforts to effect a reconciliation with the former comrades but to little avail. Mr. Pender, chief Liberal whip, and Mr. Fielding, ex-minister of finance, being the only one to return to their old allegiance. At one period it appeared as though a third party, radical and low tariff, might emerge from a discolored wilderness in the Unionist ranks, but while a slight schism did occur, neither its quantity nor quality proved momentous.

SENATE AND COMMONS FAILED TO AGREE ON PROHIB. MATTERS

Commons Declines to Accept Amendments of the Senate, and the Proposals of the Former Are Rejected by the Upper House.

Ottawa, Ont., July 6.—In the Senate, Saturday afternoon, Sir James Loughheed reported that the managers at the Senate had met representatives of the Commons in conference upon amendments to the prohibition bill, made by the Senate, which the Commons declined to accept. He stated that the representatives at the two Houses had failed to agree upon any of the three proposals which were made. One of these came from the Senate representatives, and two from the Commons managers. The Senate representatives proposed that the bill be amended so that the Order-in-Council forbidding the manu-

facture, importation and transportation of liquor should terminate one year from the signing of the armistice, which was November 11, 1918. The date of termination, therefore, would be November 11, 1919.

The Commons representatives proposed that the order should run until the end of the current fiscal year, which is March 31, 1920. Neither of these proposals being agreed to, the Commons representatives proposed that the measure be amended so that the Government of any province could declare that province exempt from the operation of the bill and the Order-in-Council. This the Senate declined to agree to.

Legislatively the outstanding event of the session was the budget. It was a budget designed as a compromise for the conflicting ingredients which stood in the government's rank, and judged from that standpoint it was at least a parliamentary success. Apart from its political aspects its most significant feature was the tendency which it displayed toward direct taxation. From confederation down to the outbreak of the war there was practically no direct taxation in Canada. All federal revenue was raised by customs and excise. The demands of the war, however, revolutionized financial methods, and next year at least twenty-five per cent. of all revenue will be raised by income, excess profits and other forms of direct taxation. The demands upon the treasury during the coming year, for which provision was made, would have been regarded as appalling in pre-war days. Of something like eight hundred millions to be expended, about five hundred millions will have to be borrowed, this not including the loan of seventy-five millions now being negotiated for in New York to take care of former flotations.

The great unrest in the country was reflected in the House of Commons. A commission was appointed to report upon means of reaching a better understanding between labor and capital, and two important acts, one establishing laws governing the conduct of trusts and combines, and another creating a court of commerce to administer those laws, were passed. (Continued on page 2)

THE STANDARD'S \$10,000.00 PRIZE CONTEST MEETS POPULAR APPROVAL

Favorable Comment Received by St. John Standard from All Sides on High Grade Prizes Offered—Much Interest Displayed by Thinking Men and Women Who Are Preparing to Enter the Contest With a Determination to Win a Prize.

CONTEST JUST STARTING — GET APPLICATION IN AT ONCE.

From the moment THE STANDARD was "on the street" till late at night Saturday, the telephone bells in the office rang merrily, and hundreds of questions rained in upon The St. John Standard Automobile and Piano Prize Contest department from all directions. It certainly was a busy day, and from the great interest exhibited, it is firmly believed that the people of New Brunswick are already lining up behind their favorite candidates and preparing to roll up a huge vote for them.

Prominent business men have commented very favorably upon the high quality of the prizes offered, four high grade automobiles, four Heintzman pianos, and four Brunswick phonographs. In addition to these prizes, every candidate who enters the contest and remains active until the end will receive a cash prize of ten per cent. of the amount of money turned in, if not fortunate enough to win one of the other prizes.

SOME OF THE QUESTIONS

Here are some of the questions asked over the phone, and the answers: "Will you have some call and see me about the campaign?" "We will." "When will the first names be published?" "At an early date." "When will the first exhibit be published?" "In the near future." "How soon may I send in subscriptions?" "At once—so that the delivery of The Standard can be started without delay." "When can my friends begin working for me?" "The sooner the better." These and a few more dozen questions and answers kept the Contest Department busy from morning till night, and nominations and applications came in by every mail—from every direction.

It has been clearly proven that the men and women of this section recognize an opportunity when they see one, and that the high quality of the prizes offered is appreciated. This Ten Thousand Dollar Contest offers greater opportunities than any contest of the kind ever held in New Brunswick, and the wide-awake young men and women in this section know a real opportunity when they see one.

Read the double-page announcement in this issue CAREFULLY.

(Continued on page 10)

BRITISH DIRIGIBLE R-34 SAFELY CROSSES ATLANTIC LANDING AT MINEOLA, N. Y.

When the Super-Zeppelin Landed She Had Only Enough Petrol Left to Keep Her Moving 90 Minutes Longer—Her Crew Almost Sleepless Four and a Half Days Were Weary to the Point of Exhaustion — Return Voyage Will Probably be Started Tuesday — Cruised 3,054 Miles.

Mineola, N. Y., July 6.—Brig.-General Edward M. Maitland, C. N. G., D. S. O., official observer for the British Air Ministry on board the R-34, made public here today the official log of the world's greatest airship on its voyage from East Fortune, Scotland, to Mineola, N. Y. The story told in the log, as recorded by General Maitland, was as follows:

"Distances covered were as follows: "East Fortune to Trinity Bay, Newfoundland, 2,050 sea miles, Trinity Bay, Newfoundland, to New York, 1,004 sea miles.

"It was originally intended that the night should have taken place at the beginning of June, but owing to the uncertainty of the Germans signing the peace terms, the British Admiralty decided to detain her for an extended cruise up the Baltic and along the German coast line. This flight occupied 56 hours because of adverse weather conditions during which time an air distance of roughly 2,400 miles was covered.

"At the conclusion of the flight the ship was taken over from the Admiralty by the Air Ministry and the airship was quickly overhauled for the journey to the United States. "The date and time of sailing decided upon was 2 a.m. on the morning of Wednesday, July 2, and the press representatives were notified by the

Air Ministry to be at East Fortune the day previous. "At 1.30 a.m. on the early morning of Wednesday, July 2, the airship was taken out from her shed and actually took the air 19 minutes later, thus starting on her long voyage exactly 18 minutes in advance of scheduled time."

"The story of the flight as entered in the log follows:

"1.42 a.m. Wednesday, July 2. "The R-34 slowly arose from the hands of the landing party and was completely swallowed up in the low-lying clouds at a height of 100 feet. When flying at night, possibly on account of the darkness, there is always a feeling of loneliness, on this occasion, was accentuated by the faint cheers of the landing party coming upwards through the mist long after all signs of the earth had disappeared. "The airship rose rapidly to a distance of 1,500 feet, at which height she emerged from the low-lying clouds and headed straight up the Firth of Forth toward Edinburgh. (Continued on page 2)

COST OF LIVING COMMITTEE THINKS THE CONSUMER IS BEING FAIRLY DEALT WITH

Sessions of Parliament End Today

The War Time Elections Act Will Cease to be Operative After August 1st — Bill Passed to Provide for Bye-Elections.

Ottawa, July 6.—Parliament will prorogue on Monday afternoon. Until a comparatively late hour on Saturday evening it was hoped that the formal winding up ceremonies could be performed before midnight, but the Commons failed to complete its business in time and it was decided that prorogation would have to take place on Monday.

A great deal of business was disposed of during the last day of the session, but the most important matter under consideration was the bill to amend the election act by making provision for the holding of bye-elections, a number of which will be held in the autumn.

Sir Robert Borden, in moving the second reading of the bill, made the interesting statement that the War Time Elections Act will cease to be operative after August 1. For the purpose of the bye-elections, the bill passed by Parliament on Saturday, makes provision for the adding of the names of women to the lists, and for the making of new lists in Ontario and Manitoba, where the existing lists are old. Revisions will be established for the making of lists, and courts of revision established. In rural districts the lists will be prepared by enumerators.

There was considerable opposition to the bill, more particularly to a clause limiting the franchise of women, it being proposed to exclude women who claimed naturalization, other than personal naturalization. Dr. Clark and Mr. Maharg were among the members who objected to this proposal, the former describing it as patriarchy.

Sir Robert Borden explained that the clause was designed to cover cases where alien women came to Canada and within a few weeks acquired naturalization by marriage. At the evening sitting he moved an amendment making naturalization permissible if, in the opinion of a judge, a certificate should be issued.

When this bill was disposed of, the remaining legislation and supply slipped through rapidly. During consideration of supply, Mr. McKenna objected to ministers holding important portfolios, sitting in the Senate, this condition would be removed. At 11.55 a supply bill exceeding \$162,000 was passed.

meeting of the board yesterday it was decided that the supervisor of schools be notified that no children will be admitted to the schools until a certificate of successful vaccination is exhibited.

PRIME MINISTER MASSEY AND PARTY SUFFER TRAIN WRECK

The Private Car in Which They Were Travelling from Halifax Jumps the Track, Causing Considerable Inconvenience—No One Was Injured.

Montreal, July 6.—Travelling to Montreal, after landing at Halifax from the Mauretania, the Right Hon. W. F. Massey, prime minister of New Zealand, and his party suffered train wreck at two a.m. on Saturday morning, some distance east of Levis. Fortunately no one was hurt, though the vice-president's car which was placed at their disposal, was derailed and put out of commission, while three other cars left the tracks. It appears that the bolts at the back of the car broke away from it, depriving the car of six wheels, so that it ran for some distance on the six wheels of the front bogie. One of the rails spread out, and the car bumped along on the other rail at a very dangerous angle.

Report the Margin Between Cost of Production and What Consumer Pays for Commodities is Reasonably Narrow.

DON'T DENY THERE IS PROFITTEERING

The Committee Advises That the Whole Question of Co-operative Buying and Distribution be Investigated.

Ottawa, July 6.—In the Commons Saturday night, Mr. James Douglas, of Strathecona, on behalf of Mr. G. B. Nicholson, chairman, presented the final report of the special committee of the Commons, appointed to inquire into the cost of food stuffs, clothing, fuel, etc., throughout Canada. The report states that the investigations of the committee have not covered so wide a range as would have been possible had there been more time for inquiry. One of the matters not touched upon was the question of rentals of dwellings in industrial centres, and the rates of return of capital invested therein.

The committee finds that no material reduction in the cost of commodities, in regard to which inquiry was made, can be expected, except by increasing the volume at a lower cost of production, or by lowering the cost of distribution. The committee does not presume to say that there are no cases of undue inflation in prices, or of profiteering, but, in the main, it is their opinion that, having in mind the demand, the margin between the actual cost of production and what the consumer pays for commodities is reasonably narrow.

In addition to the creation of a board of commerce, recommended by the committee in its interim report, the committee suggests other remedies for existing conditions. The opinion is expressed that the whole question of co-operative buying and distribution should be carefully investigated. The view is also expressed that we should get our meat back into production industry as rapidly as possible. The need of united effort in order to restore the waste of the last five years is emphasized. The report closes with the declaration that "in the final analysis the solution of the whole problem rests in a willingness on the part of all the Canadian people to seize and make use of the splendid opportunities before them."

TRAIN CRASHES INTO AUTOMOBILE

Montreal, July 6.—Two persons were killed instantly and another fatally injured fourteen miles north of Burlington, Vermont, at eleven o'clock Saturday morning, when the Rutland Express crashed into an automobile on the level crossing at South Hero. The car, thirty feet long, was hurled into the air, and the shattered vehicle burst into flames and was soon a glowing heap of scrap.

Empress of Britain Sailed For Quebec

Has Seventy Officers and Over Two Thousand Soldiers.

London, July 6.—(By C. A. P.)—The Empress of Britain sailed for Quebec Thursday, carrying 70 officers and 2,195 men. From Witley Camp there are various details, 15 officers and 210 men from Sunningdale, 24 officers from Seaford, 17 from London, forty-four nurses from Toplew. Brigadier General Dennison, of Toronto, is aboard and Majors B. H. Curry and A. F. Christie, Winnipeg; E. W. Harrison, Ottawa; N. H. Sutton, Toronto; Matron Beadly, Ottawa.

MANY SORE ARMS IN HALIFAX

Compulsory Vaccination Insisted Upon and Health Authorities Are Insistent That Law Shall be Complied With.

Special to The Standard. Halifax, July 6.—A large number of persons are taking advantage of free vaccination at the city hall. Information received by the Board of Health shows that since vaccination was ordered more than 1,800 persons have undergone the operation at their own expense. Free vaccine is supplied by the board to all medical men. At a