

THE EVENING TIMES AND STAR, ST. JOHN, N. B., THURSDAY, AUGUST 18, 1921

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### PROVINCIAL ROADS.

Thanks to the progressive highway policy of the Foster government the province of New Brunswick has made a larger use than any other province in the Dominion of the federal appropriation for good roads. It has already received \$228,263.90 on work done, and this work must be satisfactory to the federal road engineers before the money is paid. An Ottawa despatch says that this province will eventually get \$1,027,776 in all, on the total estimated cost of \$2,285,000 for 1,055.2 miles of road. Since the present government came into power the roads of this province have been greatly improved, and the present year has added materially to the mileage. This government has also constructed many new bridges of the most substantial character. The work has involved a large expenditure and the government in carrying on its general road work has had the same handicap all governments suffer, in that local road work is not done under contract does not measure up in quantity or quality, for the amount of money expended, with that which is performed under the terms of a contract. The old had notion that local road work is being done "for the government" and does not call for the real day's work or a real job when finished, still prevails to some extent; and yet the men who are responsible are not above asserting that too much money is spent for the results achieved, or declaring that the government is responsible for the waste. The time must come when all road work will be so planned and supervised as to yield as good results as any that is done under contract. Meanwhile the roads are steadily improving, in spite of handicaps, and the evidence is found everywhere throughout the province.

### A WARNING SUGGESTION

The Times desires to protest in the most vigorous terms against any movement in connection with aquatic sports that would dampen the ardor of young oarsmen, or tend to prevent the healthy development of local competition between crews of different clubs in clean amateur oarsmanship. Renforth has made an excellent start. So has Millidewille. So has Carleton. And so also should Rothesay and each of the Improvement Leagues in St. John. An excellent beginning has been made. There should be at least eight or ten senior and junior fours, besides singles, each club or league confining itself to its own membership until the sport has been thoroughly established. We do not at this stage want one composite crew outclassing all others. We are not in this game at present to beat Halifax or any other city, but to encourage a healthy competition which in time will bring its own reward in world honors. Above all we want to keep the sport free from any taint of professionalism or of gambling. The dollar sign should be kept entirely off the standard of St. John aquatics, and the young oarsman should be encouraged to regard a defeat as merely an incentive to do better next time. We are doing very well. Indeed, we have accomplished a great deal in two years. Let the good work go on until we have a field of amateur oarsmen large enough to ensure for St. John a foremost place in all competitions.

### THE INTERNATIONAL COURT

Today's cables tell us that the creation of an international court of justice is now assured. That is one very important outcome of the work of the League of Nations. Reviewing a recent speech by Lord Phillimore on this subject the Halifax Chronicle says: "The chief stumbling-block which has hindered the creation of the court in earlier years has been the fact that the nations could not agree on the method of the selection of judges, and this problem was by far the most difficult one with which the committee of Jurists have been faced. The solution was at last found in a scheme known as the Root-Phillimore project. It will be remembered that one of the principal men on the committee was Hon. Elihu Root of New York. Very briefly the method proposed was that nominations for the position of judge were to be made by each constituent state represented in the Hague Tribunal. Out of that list of nominated persons the council and the assembly were to choose eleven. In case the council and assembly could not agree a committee of conciliation was to be appointed, and in the event of still further disagreement the judges upon whom the council and assembly had agreed were to select the rest of their number."

The Holy See expresses a fervent wish that the Irish question may be settled to the satisfaction of both parties, by acknowledgment of their respective just aspirations. The trouble at the moment appears to be that Mr. De Valera does not recognize any just aspirations except those of the extremists among the Irish.

Samuel Gompers believes this continent is on the verge of a trade revival. It may be right, but the signs are still few.

### AMERICAN OPINION.

The American press counsels De Valera to accept the British terms. The New York World, which has hitherto given prominence to the arguments of the Sinn Féin, now advises them to accept the offer of Premier Lloyd George, and criticizes De Valera for his present attitude. The New York Evening Post is not less emphatic. It says: "For Ireland's fundamental rights and interests this issue between formal independence and dominion status is not a real issue. It is insistence upon the title De Valera claims for Ireland the same basis of 'moral right' that underlies the independence of the new states of central Europe. But the moral sentiment of the world, which has been with Ireland in her struggles toward self-realization will not be with Ireland in her rejection of the substance for a show of the form. We need only put by the side of De Valera's reply the profoundly wise statesmanship of Jan Smuts as revealed in the letter to the Valera made public yesterday. It is the difference between the idealism which recognizes realities and the idealism which threatens to lose itself in doctrine."

The Evening Post says that while De Valera demands for Ireland freedom from aggression, it is fully conceded by the British government, since it grants full rights of self-government, including the maintenance of internal order, subject only to the interests of imperial defence. It charges that De Valera contradicts himself when in one breath he concedes "reasonable guarantees" for England's military defence, and in another complains because "the smaller island must give military safeguards and guarantees to the larger." The Post adds:

"If Ireland's sole claim is indeed to be freed from British aggression, there are few among true sympathizers of Ireland who can foresee, after the events of recent years and in view of the terms of the covenant into which England is ready to enter, any danger of British aggression upon the liberties of the Irish people. Should any future British government show the inclination to take away the rights which Lloyd George is ready to grant, then indeed there will be a moral opinion which will make the Irish case irresistible. It is within the power of the leaders of Sinn Féin to win for Ireland a position so legally and morally impregnable as to satisfy in the near future, if not at once, the full aspirations of the Irish people. To permit age-long animosities and suspicions to frustrate that certainty would be an act of wanton recklessness for which we find it hard to believe that De Valera and his associates are prepared to assume the responsibility."

Defining the British attitude, the Evening Post says: "Lloyd George insists on the formal maintenance of the British connection, leaving it for the future to say whether Ireland shall grow away from the empire or grow nearer to the empire. It is the same process of evolution which for a long time has been calmly discussed in Great Britain with regard to the future of the other dominions. The empire as a voluntary league of independent states is an idea that has not frightened Englishmen. But they would leave it to time to shape the event."

Of course there are people in the United States who would urge De Valera to insist upon separation, but the Irish people would be most unwise to follow that advice. De Valera himself labored strenuously to make the case of Ireland an issue in American politics, but he failed. He is now warned that if he does not wish to alienate American sympathy for Ireland he will not reject the terms offered.

That is a striking remark by the Melbourne Age, when it says the issue raised by De Valera is not now home rule, but the right of Ireland to make itself a troublesome little foreign country with power to class Irishmen as foreigners throughout the Dominions. The Melbourne Herald and Argus are not less emphatic in upholding the offer of Lloyd George as a fair one, and scolding the idea of separation of Ireland from the Empire.

At the opening of the West End Municipal Association Playgrounds in Ottawa this week, the largest in the city, ex-Mayor Fisher said: "I would urge the city council not to be afraid to spend money upon playgrounds. Not long ago people were spending \$100,000 a month upon barrooms, and we should be prepared surely to spend \$30,000 a year upon really healthful objects in life such as yours."

Fines were imposed in Fredericton yesterday on the parents of two boys who were members of a gang which was guilty of petty theft. The lesson should produce good results. Parents should know their children's haunts, habits and companions.

The hen at Ottawa is still sitting on the egg. Will the result be by-elections or the general election?

### LIGHTER VEIN.

The Crowded Social Hour. An ice cream social will be held Thursday night on the lawn of the Oglesby Baptist Church—La Salle, Ill., Tribune.

### Valuable Discipline.

"Josh says he's going to take up aviation." "If he does," replied Farmer Corntossel, "he'll learn to be a heap more careful about keeping 'machinery' in repair than he ever was while workin' around the farm."—Washington Star.

### Meltd.

"So you have made up with Glipping?" "Yes," said Mr. Twobottle, "I couldn't resist the spirit in which his apology was offered. When a man comes to me and says he's sorry and unwraps a package done up to look like a pair of shoes and says: 'What we need now is a corker,' I'm not adamant, sir, and in such circumstances I hope I never will be."—Birmingham Age Herald.

### Always.

The scene was a bedroom in a suburb and a weaned parent was prominently seen, with his first-born in his arms. Many vain endeavors to soothe the infant's cries had been made, but the little one was laboring under an impression that things needed waking up, and that he was about to know what you were about," grunted Picklebury to his wife, when you insisted on the child being called 'Hugh'." "What has his name to do with his fretfulness?" asked the unsuspicious wife.

"Everything," replied the wretched man. "You would call him 'Hugh,' you know, and where there is a hue there's always a cry."—Tit-Bits.

### Ornithology or Something?

Teacher (to class in natural history).—What kind of birds are most frequently kept in captivity? "All birds," volunteered Tommy.

### Home Pickle.

"Is your wife doing any canning this year?" "She has threatened to can me the next time I sit in an all-night poker game."

### An Art Goffer.

"Have you noticed that Dauber has changed his style of painting lately?" From his former meticulous style he has turned to a sort of slapdash impressionism. "Yes, it's the influence of golf, I think—he now tries to do his work with the fewest number of strokes."

### Not in Vain.

A tall, gaunt individual of the sort known in some parts of the south as 'poor white trash,' was ordered by the judge of a certain police court to stand up. "You are," said his honor, "accused of profanity in a public place." "I reckon I did it, Judge," said the cracker. "A negro was tryin' to steal my horse."

"But you should know better than to take the name of the Lord in vain," said the judge. "I ain't in vain, Judge. 'You jest oughter seen that black man run'!"

## SHIPPING

ALMANAC FOR ST. JOHN, AUG. 18.  
A.M. P.M.  
High Tide... 12:39 Low Tide... 6:55  
Sun Rises... 6:34 Sun Sets... 8:20  
(Time used is daylight saving.)

### CANADIAN PORTS.

Quebec, Aug. 18—Ard, str Empress of Britain, Liverpool.

### BRITISH PORTS.

Glasgow, Aug. 17—Ard, str Cassandra, (Br), Montreal.  
Bathurst, Aug. 12—Ard, str Canadian Harvester (Br), Montreal.  
Shields, Aug. 14—Ard, str Askeldadden (Nor), Montreal.  
Southampton, Aug. 17—Ard, str Adriatic (Br), New York.  
Manchester, Aug. 17—Ard, str Monchester Shipper (Br), Montreal.

### FOREIGN PORTS.

Copenhagen, Aug. 11—Ard, str Storjeld (Nor), Montreal.

### PROTECT THE PLAYGROUND.

Replying to a letter in the press concerning parents for allowing their children to pick berries and play on the hills in rear of Douglas avenue, where little Sadie McAuley met such a tragic death, a north end resident writes: "Has it occurred to this thoughtful resident of the avenue who it is that creates such a place, one might say, the heart of the city? I am of the opinion it has, for he asks: 'Will not the city fathers do something to safeguard the little ones?' It may be thought easier and cheaper to keep the children from such places, but I am of the opinion that it is neither. In the first place, we must remember that both in summer and winter children long for the country, and nobody will deny that it is the place for them; and when it is impossible for the parents to either take or send their children to the country, and when the children know of some place that at least resembles the country, they will go there, if possible, to enjoy themselves, regardless of anything that may be said. In the second place, would it not pay the city in stronger and healthier citizens to have a policeman on duty there, possibly mounted, to look after the children and drive those loafers and rummies out of their hiding place? Would it not be better for the city to spend a few dollars in placing a man here and let the children who cannot go to the country enjoy themselves than to either allow another tragedy to occur or deprive the little ones of this little bit of enjoyment? I am speaking from a little experience, for when a boy I have enjoyed more than one game of hide and seek and chase, etc., on these same hills, though living some little distance from them."

Miss Daisy Harrison of Randolph Point has recently returned to her home after spending some time as the home economics educational endeavor of the United States colleges are rapidly becoming an important factor in the rural and urban community life of the United States. She has many interesting things to tell of her work there and the people she met. She did much to increase the mutual understanding between the consumer and producer regarding foods, textiles and equipment.

## OFFERS REFUSED BY "DUMBELLS"

Though Many Received to Join New York Productions—Members of Soldier Company Close Eyes to Lure of Broadway.

New York, Aug. 18.—New York producers are still camping on the trail of "The Dumbbells." During their recent successful run here offers were received by a number of the members of the Canadian soldier company of various New York productions. The boys rejected all these proposals as they were determined to keep the Canadian organization intact.

But local producers have evidently not given up hope of enticing some of them to join the ranks of Broadway shows. Charles McLean, who plays one of the leading roles in "Big Boy," the "Dumbbells" show, has just received an offer from the Capitol Producing Corporation to play the principal comedy role in a new musical comedy which goes into rehearsal within a few weeks. Andre de Croisset, the French composer, has suggested the musical score for this piece, and he wrote from Paris suggesting that Mr. McLean be selected for the part. In his letter to Mr. McLean Charles B. Craig, of the Capitol Producing Corporation, said:

"Broadway looks attractive, but I am determined to stick with our own show," he said.

## GOLFER MAY HAVE BEEN MURDERED

J. D. Edgar's Injuries Not Consistent With Auto Accident.

Atlanta, Ga., Aug. 18.—The wound which caused the death of J. Douglas Edgar, former open golf champion of Canada, France and the South, could not have been caused by an automobile without inflicting other injuries which were not found on the body. According to Leonard Poole, chief of detectives whose men are investigating Edgar's death.

Poole asserts that his men have examined hundreds of automobiles, and that they have not found one, either with broken fenders or no fenders, which could have caused the injury. His men are working on the murder theory.

The coroner's jury decided that he met death by bleeding from a severed femoral artery. All of his injuries were on the lower part of his body. The right hip was bruised and the skin slightly abraded.

The wound which caused death was a narrow, deep stab on the inner side of the left leg, from which he bled to death. The physician at the inquest said that he found a projection in the flesh just below the left knee, which indicated that the thigh might have been fractured or wrenched out of place. He would not say positively that it had been broken.

## WAGE REDUCTIONS IN GREAT BRITAIN

London, Aug. 18.—(Canadian Press)—It is officially announced by the ministry of labor that during July the wages of 8,600,000 workers were reduced, while about 5,000 received increases, making a net reduction in total wages of about 1,070,000 sterling per week.

## FAMOUS NOVA SCOTIAN.

(Halifax Chronicle.) D'Arcy Ryan, the outstanding illuminating engineer of the world, is a "Blue-nose" and proud of it. His old home is in Kentville, where he returns frequently to visit acquaintances, and, sometimes, to lure the speckled trout. His professional work calls him to all parts of the world. He has designed special illumination for the Panama Canal, the Maharajah Iru Palace in India, special effects at Niagara Falls, and most noteworthy, the lighting of the Panama Pacific Exposition. This particular piece of work has been commented on most favorably by the entire engineering profession. Mr. Ryan was particularly well pleased with Mr. Ryan's work there.

While the exposition was under way, Mr. Ryan had three hundred specially colored slides prepared at a cost of approximately \$30,000. They are the most famous set of slides in existence. They measure five inches by seven inches, which is about four times the size of the ordinary lantern slide, and a picture is projected measuring twenty-four feet by thirty-six feet or about four times the size of the ordinary lantern picture. All these slides were colored under the microscope by the best artists obtainable.

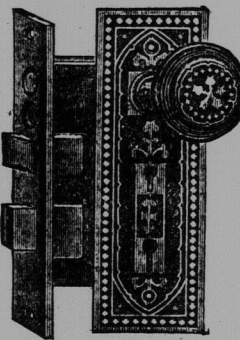
Mr. Ryan came back to his native soil to deliver a lecture, in connection with his illuminating work, at the convention of the Nova Scotia Electrical Association this week.

## NAPOLÉON'S TOMB IS CRUMBLING

London, Aug. 1.—Napoleon's original tomb on St. Helena has fallen into a sad state of disrepair since the body was removed in state to the Invalides in Paris, eighty-one years ago, according to a letter received by Sir Lees Knowles, former cabinet minister, from a recent visitor to that remote island.

"I walked the fire and one-half miles up hill to Longwood, Napoleon's old home," the writer says, "and inspected his much neglected tomb, which is down in a deep corner of a deep valley—just a slab covered with dirty whitewash—no inscription whatever. The great around was unkept, and surrounded by a circle, about twenty paces in diameter, of tall trees, and there was nothing anywhere to tell a visitor when the body was removed, or to whom the old tomb belonged."

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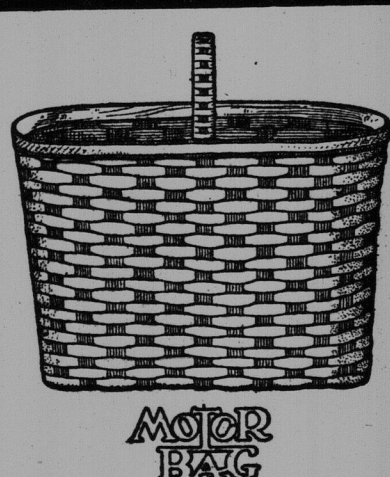
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## BURIAL SERVICE BY WIRELESS.

The Cunard Steamship Co. last week announced a singular occurrence at sea. The Carmania, inward bound from America, when 300 miles west of the Fastnet, received by wireless a message from the Canadian Trapper, of the Canadian Government Merchant Marine, Ltd., asking for the transmission to her by wireless of the words of the Burial Service. It appeared that a fireman on

board the Canadian Trapper had been taken ill on the voyage and had died, and the captain, being desirous of reading the Burial Service over the body, discovered that there was no copy of the Prayer Book on board. Accordingly the Carmania's operator telegraphed by wireless the whole of the Burial Service in batches of 150 words at a time, and these messages were received while the service was being conducted. As each message came the captain read the

portion of the rite, and in this way the service was completed in about an hour. Canada (London).

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