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THE EVENING TIMES AND STAR, ST. JOHN, N. B., SATURDAY, JULY 19, 1913

The Evening Times and Star

ST. JOHN, N. B., JULY 19, 1913.

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I. C. R. AND C. P. R. RATES

The Times prints on another page today an article from the Maritime Merchant on the subject of Nova Scotia and the I. C. R. In this article the Merchant, viewing the question from the Nova Scotia standpoint, attempts to justify an increase in the freight rates of the government railway. One reason which it presents is that the I. C. R. is no longer a local road, and must be extended to the west, either by building its own line or acquiring one already built; and that whenever it does this its local freight rates must be placed on a par with those of company owned roads.

The second reason, which applies altogether to Nova Scotia, is that the people of that province have been urging the C. P. R. to enter Nova Scotia, and that it can hardly be expected to do so if it must compete with very low rates on the I. C. R.; and that if the C. P. R. should lower its rates to meet I. C. R. competition in Nova Scotia it would get itself in trouble all over the rest of the system.

It will hardly be conceded that the Merchant makes out a strong case for an increase in I. C. R. rates. Its argument appears to be somewhat in favor of company owned roads, which are much more eager to secure large dividends than to give the people a railway service at moderate rates. The people of New Brunswick have had experience with both the C. P. R. and the I. C. R., and they certainly would regret very much to see the government railway govern its rates entirely by reference to those of the C. P. R. The only possible justification for a government railway would be that it gave the public a more satisfactory service than they could get from a company-owned road. The I. C. R. is alleged to have had a surplus of \$800,000 last year. There is therefore no justification for a general increase of rates, and certainly not for making the rates the same as those which prevail on company roads.

A SUMMER INDUSTRY

The Bangor Commercial classes as one of the greatest industries of the state of Maine the entertainment of summer visitors. It says that from the time inland waters are open to fishing in the spring until the close of the hunting season in the fall a large number of people visit the state, while during July and August its numerous resorts are crowded to overflowing. It is estimated that in 1912 no less than 1,400,000 people from other states spent their vacation period in New England, and the reports thus far received indicate a much larger number this year. The Commercial says it is estimated that the amount of money spent by these vacationists would total about \$100,000,000. The total value of the crops of New England in 1909 was estimated to be \$14,118,888. The amount of money amounted to about twice the value of dairy products of the New England states for the year. It will thus be seen that the entertainment of summer guests is really a great industry.

It is said that New Brunswick is getting a good share of this business this year, but the province is still very far behind the state of Maine. It will continue to be behind that state until the province is provided with more large summer hotels, and until a systematic advertising campaign to secure guests for such hotels is carried on by their owners and by the transportation companies.

MR. BORDEN'S TROUBLES

An Ottawa dispatch to Conservative newspapers says the impression prevailing in high political circles is that there will be no autumn session of parliament. It is alleged in the same despatch that the naval bill and the recognition of emergency conditions were responsible for the autumn session last year. Apparently there is no longer an emergency, and the Ottawa correspondent is now busy explaining why it will not be necessary to summon the house until January.

It is alleged that several weeks are always occupied in the debate on the address, and discussions of a similar character, and that no real legislation is brought down or advanced to any degree until after the new year, and it is consequently added by this correspondent that under the new rules the government will be able to curtail such discussion, which means that if the Liberals attempted to secure a free discussion of matters of interest to the country, Mr. Borden would promptly apply closure to prevent them from expounding the short-comings of his government.

It is evident that the government has decided to hold on to office as long as possible. The emergency has been frankly abandoned, and Mr. Borden requires more time to develop something to take its place. He must adopt such a policy as will be satisfactory to his Nationalist allies, but he must also do something to satisfy the ultra-Imperialists of Ontario, and this makes his task rather difficult. Perhaps by the end of the year he may be able to patch up a policy of some sort, that will seem to

BIRTHDAYS OF NOTABILITIES

SATURDAY, JULY 19
Major Duncan Sayre MacInnes, member of the general staff of the empire since 1907, and son of the late Senator MacInnes, was born on July 19, 1870 in Hamilton. He has served in the Ashanti expedition and the South African War. Subsequently he was for a time on the staff of the Canadian militia.

Charles Frederick Crandall, managing editor of the Montreal Star, celebrates his thirty-seventh birthday today. He was born in Wolfville, N. S.

SUNDAY, JULY 20
Jas. Crankshaw, one of the veterans of the bar in Montreal, is sixty-nine today. He was born in Manchester, England, and came to Canada in 1878, since when he has practised in Montreal. He is the author of a number of standard legal books.

W. D. Ross, general manager of the Metropolitan Bank of Canada, was born in New Glasgow, N. S. forty-four years ago today. He obtained his banking experience in the Bank of Nova Scotia and entered the service of the Metropolitan Bank as assistant general manager in 1902.

Right Rev. C. L. Worrell, Anglican bishop of Nova Scotia, is fifty-nine today. He is a native of Smith's Falls, Ont., and has held many important charges in the Church of England in Canada. He became bishop in 1904.

LIGHTER VEIN

PUTTING IT PLAINLY
A judge, whose personal appearance was as unimpressive as his legal knowledge was profound, interrupted a female witness. "Humbugged you, my good woman?" said he. "What do you mean by that?" "Well, my lord," said the witness, "I can't explain exactly, but if a girl called your lordship a handsome man she would be humbugging you."

WOULD BE POPULAR

In the late campaign the following incident took place, as related by a man who was in the audience. "I am willing," said the candidate, after he had hit the table a terrific blow with his fist, "to trust the people."

"Great Scott!" yelled a little man in the audience. "I wish you'd open a grocery store."

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THE GASOLINE PROBLEM

"The demand for gasoline, caused by the rapidly increasing use of automobiles, motor boats, and gasoline engines on the farms and in factories, put too much of a burden on the one article until prices have reached a figure that is seriously felt by consumers," says the Oil City Derrick. "The 220,000,000 barrels of oil obtained each year in the United States may be estimated to produce 1,870,000,000 gallons of gasoline, figuring the proportion at 17 per cent. The addition to this of the amount produced from castings and gas—which is a negligible quantity compared to that from petroleum—will give the limit of gasoline production in the United States. At the same time there appears to be no limit to the building of engines requiring its use. The oil industry and the engine manufacturers have recognized for many months that some substitute must be found for motive power. The most important experiments that have been made to increase motive power have been largely mechanical to permit the use of kerosene and crude. At Indianapolis recently an economy test was made on four different kinds of fuel—40 and 62 degrees gasoline, 48 degree kerosene, and ordinary kerosene. The result was that the low grade kerosene made 22.9 miles to the gallon; the high grade kerosene, 21.6 miles; 60 gravity gasoline, 20.4 miles and 62 gravity gasoline, 20 miles. In speed tests also kerosene won out, producing greater speed to the amount consumed than any of the other grades. From such results it must inevitably follow that gasoline will soon lose its place as the one fuel product for motor, and other grades of petroleum will come into general use."

FOR LAZY HUSBANDS

What is called the "lazy husband" law will come into effect in the State of Washington this month. Its object is to force a lazy husband to work for the support of his family, and it seeks to achieve that object in a direct and vigorous fashion. Instead of being sentenced to jail a man on being found guilty will be sentenced to a term of work, the state undertaking to find the work for him, and to give his wife and family \$1.50 a day as long as the sentence lasts. Most of the work will be done on the public roads, and the labor is hardly likely to be of a character to make a lazy husband anxious for a second term. The beauty of the law is that it does not punish the innocent, but strikes directly at the guilty, and may be reasonably expected to effect a cure.

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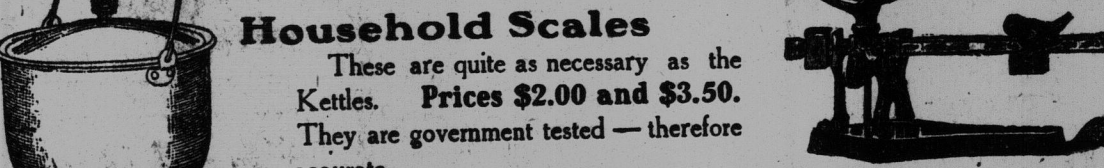
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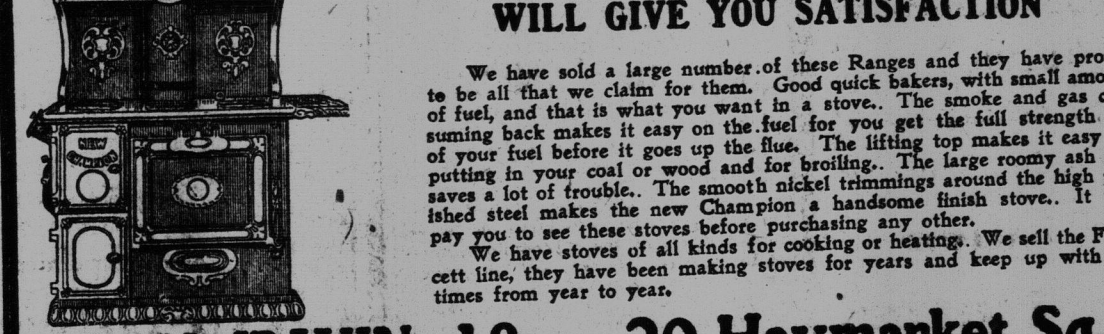
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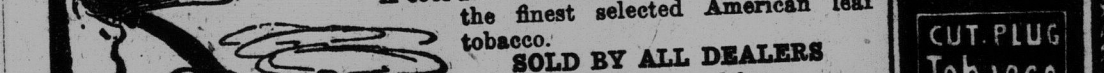
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ARCHERY FLOURISHES IN OLD LAND; EXCELLENT MARKS

London, July 18.—The record flight at the annual archery meeting at Le Touquet, France, 469 yards, has aroused much interest. It is not widely known that there is an excellent body of archers in London. At the Marylebone-road archery grounds in a modest way under the auspices of the Royal Toxophilite Society. Hitherto more than one member of the House of Commons may be seen wending his way. Here are bows and arrows taken from the tombs of Egyptian kings, dating back to B. C. 2600. In a glass case is a small Turkish bow an arrow from which made a marvellous flight.

The French flight of 469 yards 8 inches has been erroneously described as a record since 1794. The marvellous little Turkish bow of Regent's Park also has a record. During 1798 Mahmoud Effendi, a member of the Turkish Legation, with this bow in Regent's Park shot an arrow 480 yards, as measured by three members of the R. T. S.

Probably the longest distance flights of recent years were those set up at Le Touquet by Sir Ralph Payne Gallwey, Bart., in 1908. In private the distances covered were 420, 418 and 412 yards. At the meeting his distance was measured as 397 yards.

Far from languishing, the sport of kings and outlaws is making satisfactory progress in this country, which possesses nearly eighty societies. Archery, like other patriotic sport, does not court publicity, and probably this accounts for the idea that the sport is dying out.

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