

The St. John Standard

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ST. JOHN, N. B. TUESDAY, SEPTEMBER 2, 1919.

BUILD THE HOUSES.

Members of the local housing committee modestly intimate that since it is possible to permit the erection of the class of houses which the people of St. John desire, steps may be taken at some future time to approve a number of the applications already in hand. This of course will depend on whether these applicants, having been put off for months, are still inclined to go ahead with their plans. It is also suggested that Premier Foster is prepared to amend the conditions imposed by the Provincial Legislature should such be deemed necessary. This concession comes at a very late date. Surely our inflexible administration should not have to wait for a local committee to ask for changes of such a nature when the Premier himself is a resident of this city, knows the type of house favored here, and has been in touch with the work ever since the scheme was first proposed. Certainly it should not be believed that under these circumstances he would have permitted the passage of legislation which would prohibit participation in the loan by the people of his own town.

It is rather amusing to observe that some of those who by their neglect of ordinary common sense methods have become responsible for our failure to take advantage of the fund provided by Ottawa, are seeking to excuse themselves on the ground that they were misled by the advice of the City Solicitor. The fact that other communities were able to go ahead with the work evidently made no impression on the minds of our own committee. But apart from this is the fact that while the delay in applying for the loan has been of months duration—indeed lasting since last April—the excuse concerning the City Solicitor has never been brought forward until now, when that official is somewhere in Western Canada and practically beyond communication. In the absence of definite information along this line The Standard seriously doubts the value of the flimsy explanation offered and prefers to believe that those who were unable to understand a plainly worded Act may be equally incapable of appreciating a legal interpretation. This, however, is beside the mark. What is necessary now is that the local committee settle down to business. Get the houses built. That is the big problem of today in St. John. There are hundreds of families with no places to live in, hundreds of others compelled to exist in wretched shacks unfit for decent animals, and hundreds more who by force of circumstances are paying higher rents than they can afford, the only alternative being to go on the street.

Let us have no more excuses, or delays, but take advantage of that federal loan in the spirit in which it is intended. Cut out the red tape, the habit of blaming someone else for the delay, and hand over the money to such applicants as are worthy of trust in order that our town may go ahead and our people enjoy a measure of comfort.

STILL NO SERVICE.

Labor Day has come and gone and service over the Valley Railway, promised for more than a month ago, is still in the indefinite future. At a season of the year when farmers all along the line are desirous of transporting their produce to St. John, when the demands of business necessitate frequent trips to the city, they are deprived of the privilege which they should be permitted to enjoy—of making these shipments and doing their travelling over the road for which they have paid. The immediate responsibility for the delay in securing running rights over the C. P. R. lies with the Board of Management of the Canadian National, but the Valley Railway Commission and the Foster Government are not wholly free from blame in this respect. This local board of commissioners was entrusted with the construction of this line and its responsibility to the people naturally did not end with the completion of ballasting. It is bound through the very nature of this service to continue active until trains are running to the satisfaction of the people, and the task of seeing that this commission performs its duties lies at the door of the Foster Government. This commission and this government have foolishly left everything to the C. N. R. management with the result that we have already experienced a delay of more than a month, during which time the entire lower section of the line has been lying idle, the people have been deprived of the advantages to be gained by the construction of the road, and there is no immediate prospect of the inauguration of a regular service. Papers supporting the Foster Government incline to the view that service should be commenced at once and the terms of the agreement covering running rights settled later. This is a very fine suggestion indeed, but it does not appeal to the C. P. R., which either properly is of the opinion that having once started running it will not stop.

would be a matter of very grave difficulty. Consequently the C. P. R. will not permit the passage of Valley Line trains over its rails until these terms are agreed upon. This suggestion is, therefore, of no practical value in overcoming the present delay. At the same time it must be admitted that the terms demanded by the C. P. R. are pretty stiff. This company asks a fifty-fifty division of the interest charges at six per cent on the value of the line from Westfield Junction to Mill street, which of course includes the cantilever bridge, together with a division of the cost of maintenance of the line so used, based on the respective business carried by the two companies. While the proportion of maintenance charges may be all right, the interest assessment is a rather stiff price to be paid by a new road over which traffic will for some years at least be light indeed. This offer is, however, subject to amendment through negotiations, and if the Valley Railway Commission can induce the management of the Canadian National to use a little speed we may have a service over the new line before the snow flies.

THE AIR RACE.

Last week's air race between New York and Toronto has given to those interested in aviation, both government departments and private builders, a great deal of valuable information. Promoted by the Aero Club of Canada and the American Flying Club, the real purpose of the trial was not to ascertain the speed at which this course could be covered, but to test the reliability of many different types of machine, to find out the weak spots, to secure accurate knowledge as to the risks from adverse weather conditions, and so to eventually embody in future planes such safeguards and such principles of construction as will tend to put aviation among the non-dangerous sciences. Thirty-seven planes participated, representing both military and civil investigators. Weather conditions during the first few days were unfavorable, distinctly so, but it has been shown that certain types of plane can make progress in gales which would be almost fatal to vessels at sea. Indeed the reliability phase of this important test has been spoken of as the most valuable feature of all. Comment is offered, too, on the fact that while many of the competitors were forced by the weather to descend, while engine trouble was of almost daily occurrence, and while other difficulties were daily recorded, no serious accident occurred. One man had a wrist fractured, more by his own carelessness than anything else. And this is taken as an indication that air travel even under the least favorable weather conditions, is, when conducted by experts, practically as safe as transport on land or sea.

WEST SIDE DREDGING.

Last year no work in cleaning up the West Side berths was performed by the Federal Government. During the previous season very little was done as all the wharves were in use for the greater part of the time and dredging equipment was not readily available. These terminals are now in need of attention and it is gratifying to note that Mr. Wignour, who has always interested himself in affairs of importance to the port, is immediately taking up with the proper departments in Ottawa the matter of having necessary dredging done immediately. Practically every berth requires attention and it is to be hoped that the efforts of Mr. Wignour will be as successful as to provide for the early commencement of this most important undertaking, so that when the winter port traffic commences in the course of the next few months there may be no reason for complaint of dirty berths, lack of depth, or other undesirable conditions.

A NOTABLE EVENT.

It is a strange coincidence that the visit of Prince Edward to Canada in 1860, when he laid the foundation stone of the nation's Parliament Buildings at Ottawa, should be so closely duplicated this week when his grandson, the Prince of Wales, official in a similar manner at the laying of the corner-stone of the main tower of the reconstructed buildings. Everything connected with this trip seems to fit in with historic recollections, and the present Prince of Wales in the eastern portion of his tour, is privileged to repeat many of the incidents which marked the visit of the late King Edward. The gathering at Ottawa yesterday forenoon, followed by the opening of Parliament, will go down in history as one of the most interesting events since Confederation.

WHAT THEY SAY

A NEW ORY.
 Convincing evidence that a new day

is dawning is offered in the construction of a million-dollar Government building in Ottawa in record time.

FAST TRAVEL.

Toronto Mail and Empire.
 Across Lake Ontario in nine minutes is an illustration of what ordinary travellers will be doing in ten years or so. Steamship passenger traffic is likely to be only for the leisurely and the wealthy.

NOT WANTED THERE.

Toronto Globe.
 One George J. Bruce having telegraphed to Senator Lodge at Washington a plan for "self-determination for Scotland," Mr. Bruce, Editor of The Scottish American, wrote the Senator that Mr. Bruce is a New Zealander, and that his cause is not upheld by the Scottish Press.

IS WILHELM WELCOME?

Chicago Tribune.
 We are threatened with a visitation of royalties. The Prince of Wales is on the doorstep. The King and Queen of Belgium are said to be planning an American tour. There are probably others. We have not. We do not crave their condescending inspection. This is not a nation of Princes and Kings and Queens. Its moral obligation is exactly opposite. Royalty in every form is abhorrent to our principles.

THE ONLY SOLUTION.

Moore's Jaw News.
 Lloyd George's grave statement is for the whole world, not for the little part of it we know as Great Britain. We have been fooling away too much precious time in dodging the issue, in running after new systems of government, mooning in calf love after flashy utopias, philandering with over-romantic ideas, and above all, sitting down and waiting for impossible millenniums which never come and never will. And, after all, the only solution to all our troubles is the stupor of a prosaic one, yet the teaching of all the ages—get to work.

A POINT OF DIFFERENCE.

Woodstock Sentinel-Review.
 Politicians sometimes make strange bedfellows. One of the chief planks in the platform of the Independent Labor Party is an eight-hour working day. The farmers' working day averages about twice that long; yet there is a movement on foot to bring the organized farmers and the Labor Party together for united political action. The spectacle of a farmers' party advocating an eight-hour working day would have the mark of novelty, at least.

A BIT OF VERSE

ON THE ADVENT INTO CANADA.
 OF H. R. H. THE
 PRINCE OF WALES, K. G.
 Hail to our bright young Chieftain,
 Joyous envoy from the Motherland,
 Seion of a reign beloved,
 And hail to far from home,
 Of valour proved on Victory's fields,
 Yet gentle, kind and lovable.

Canada welcomes thee.
 With eager arms and loyal hearts
 To her rich and vast domains,
 A free people acclaim thee
 By God's grace our future king,
 With England's hope and bond.

May the Laurel of Peace
 Encircle thy brow!
 And help to far from home,
 Of valour proved on Victory's fields,
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Little Benny's Note Book

BY LEE PAPE.

Saturday before last Mr. Smit the butcher gave me and Puds Simkins and Leroy Shooter 10 cents apiece for sticking 1000 advertisements under doors and told us to come back last Saturday and he would give us some more to stick under, and last Saturday we started to walk around and Puds Simkins said, Hay, fellows, we went to stick them under for 10 cents apiece today, 10 cents is a heck of a salary for people with experience, and look at all the experience we had last Saturday.

Leroy strikes for more, all you have to do to make more money is just strike for it, that's all anybody does, on account of the high cost of living, said Leroy Shooter.

Lero told Mr. Smit if he don't give us at least 15 cents apiece today he can get somebody else to stick them under for him, I said.

And when we got to the grocery store Mr. Smit said, Well, boys, back on the job boys and early, I see. And us 3 fellows looked at each other, and Puds Simkins said, 10 cents apiece ain't enough any more, Mr. Smit, on account of the high cost of living.

We went at least 15, Mr. Smit, we had a consultation and we went at least 15, said Leroy Shooter.

10 was all right while we was learning, but we got experience now, I said.

Well, well, more labor troubles, said Mr. Smit, well the fuck it, boys, I bin having a little dispute with the high cost of living myself, and I decided that I could only give you boys 8 cents apiece today, and if you don't want to do it for that I know some boys that will do it for 5, what do you say?

With us 3 had another consultation and decided to do it for 8.

to sit on one chair at papa's?"

"That was all right at papa's?"

replied the practical Dick. "But I'm not going to forget that these chairs cost me good money."

WHAT PAPA SAID.

Herb—"I hear that you called upon old Grumper yesterday and asked his consent to your marriage with his daughter."

Sid—"That's so."

Herb—"What was the outcome?"

Sid—"Well, he imposed rather too severe a condition, which, fond as I am of Miss Grumper I cannot see my way to accept."

Herb—"Indeed! And what was that, if it is a fair question?"

Sid—"Oh! I'll tell you. It's no secret. He said he'd see me hanged first!"

CHARLOTTETOWN FAIR.

In another column will be seen an ad. of the Charlottetown, Prince Edward Island, Exhibition.

This Exhibition is open to all Canada, and lasts four days. There are five days' horse racing in connection with it, and seventy-two horses have been named in the stake races.

Prince Edward Island is easily reached by the car ferry, and the week in September beginning the 22nd can well be spent there.

COURT OF ENQUIRY.

Mr. Justice Chandler presided on Friday at the opening of an inquiry for the purpose of investigating charges made against the authorities responsible for existing conditions on the S. S. Scandinavian on a voyage she made to this port in January, 1918. Cyrus F. Inches was appointed counsel.

Colonel Tremaine, the officer commanding troops on board; Captain Morra, the adjutant of the ship; Dr. Riddick, the quarantine officer at this port; Dr. Haggarty, assistant quarantine officer, and Miss Delaney, the matron of the quarantine hospital at Partridge Island, gave evidence. The evidence has not been made public.

GIRLS! USE LEMONS FOR SUNBURN, TAN

Try it! Make this lemon lotion to whiten your tanned or freckled skin.

Squeeze the juice of two lemons into a bottle, containing three ounces of orchard white, shake well and you have a quarter pint of the best freckle and tan lotion, and complexion beautifier, at very, very small cost.

The grocer has the lemons and any drug store or toilet counter will supply three ounces of orchard white for a few cents. Massage this sweetly fragrant lotion into the face, neck, arms and hands each day and see how freckles and blemishes disappear and how clear, soft and rosy-white the skin becomes. Yes! It is harmless and never irritates.

ILL TREATED EYES

are not sood looking. Your sight is priceless. Have your eyes examined now.

K. W. EPSTEIN & CO.,
 Optometrists and Opticians
 193 Union Street
 M. 3554. Open Evenings.

ESTABLISHED 1894.

OPTICAL SERVICE
 Unexcelled in What We Offer.
 We grind our own lenses, insuring you a service that is PROMPT AND ACCURATE.
 Send your next repair to us.
 D. BOYANER,
 111 Charlotte Street

LANDING 10000 Bushels

MANITOBA OATS

We solicit your enquiries.

C. H. PETERS' SONS, LTD.

ABE MARTIN



Pinkie Kerr, life long Democrat, has left the party to join the McKimley Club today. He is a well known figure in the community and has been a member of the club for many years.

OUR School Boots

have won a reputation for strength and quality.

Our Store Service IS AT YOUR CONVENIENCE

We will measure your children's feet and fit them with their proper size and style of boot, thus enabling them to start the school year with comfortable feet and a clear mind.

Let us fit your boys and girls. We know how.

Foot Fitters **McROBBIE** 60 King Street ST. JOHN

How to Build Your Home

Mechanic's Cottage

After rough plastering your walls, put on your finishing (or putty) coat. Next come your Trim, Floors and Deafening. For Trim and Flooring Prices

Phone Main 3000
 BENCH MEN WANTED.
MURRAY & GREGORY, Ltd.

An Increase In Tuition Rates

is to be made to take effect when our New Catalogue is issued. Students may enter at any time and those entering before each issue will be entitled to present rates. No summer vacation.

S. KERR,
 Principal

LANDING 10000 Bushels

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We solicit your enquiries.

C. H. PETERS' SONS, LTD.

PYREX Transparent OVEN-WARE

Has the name on every piece

Quicker, Better, Cleaner, Cheaper Baking.

Pyrex is easy to clean and does not absorb odors or flavors. Will not craze or flake—besides it looks so attractive on the table.

Made in shapes for every practical baking purpose.

Have you tried this wonderful ware?

Phone M 2540 **McAVITY'S** 11-17 King St.

DIAMONDS A Diamond Is Its Own Bargain Today

There are really no bargains in diamonds in the way of price cutting, because no one cuts the price on goods that have "intrinsic value" and that are advancing in value all the time.

In the last ten years Diamonds have advanced over 100 per cent, and are still going up. That is the reason why "a Diamond investment is its own bargain"—and furthermore Diamonds cannot depreciate in value, at least until new Diamond fields are discovered. "As a gift—or for a personal investment—you cannot go wrong if you make a purchase of one of our Diamonds."

Ferguson & Page
 Diamond Importers and Jewelers
 King Street St. John, N. B.

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ENGLISH

—ALSO—

LACE LEATHER, Clipper Hooks and Crescent Plates Steel Pulleys