

The Evening Times and Star

ST. JOHN, N. B., APRIL 17, 1913.

The St. John Evening Times is printed at 27 and 29 Canterbury Street every evening (Sunday excepted) by the St. John Times Printing and Publishing Co., Ltd., a company incorporated under the Joint Stock Companies Act.

Telephone—Private branch exchange connecting all departments, Main 2417.
Subscription price—Delivered by carrier \$2.00 per year, by mail \$2.50 per year in advance.
The Times has the largest afternoon circulation in the Maritime Provinces.
Special Representatives—Frank R. Northrup, Brunswick Building, New York; Tribune Building, Chicago.

British and European representatives—The Glasgow Publishing Syndicate, Grand Trunk Building, Trafalgar Square, England, where copies of this journal may be seen and to which subscribers intending to visit England may have their mail addressed.

Authorized Agents—The following agents are authorized to canvass and collect for The Evening Times: Miss K. Gossage, St. Cecil Newman, Miss V. H. Gibbons.

THE BUILDING LAWS

Reforms in the building laws at St. John have long been needed, and Commissioner McLellan has done well to give the question his careful consideration. There should be no more fire-traps, and every man who builds a house should be compelled to comply with proper regulations and safety and fitness for use. There are houses in the city which ought to be closed up. They are not fit for human habitation, but there is unfortunately at present no satisfactory means of forcing the owners either to make them habitable or tear them down. There are families who for one reason or another are only able to pay a low rent, and some of them are compelled to seek shelter in tenements which are very unhealthy as well as uncomfortable. This is one phase of the housing problem which those who live in good houses with every convenience ought not to disregard. The greater St. John ought to be a city of comfortable homes as well as of thriving industries. Indeed, if the better class of mechanics are to come and increase the population of the city, fit homes for their occupation must be provided. This is not merely a sentimental question but one that has a very important relation to the economic welfare of the city. Therefore it deserves to be considered very earnestly, and it may be hoped that the meeting next week under the auspices of the board of trade and the Canadian Club will direct public attention to the existing conditions and to the needs of the future in such a way as to encourage people of means to devote their attention more than they have done in the past to this phase of the city's development.

AT OTTAWA

The spectacle daily witnessed at Ottawa is not one which the people may view with complacency. Mr. Borden and his colleagues, fearing to appeal to the country on a question which should never have been raised without an appeal to the people, are doggedly sheltering themselves behind a closure bill which they expect to force through the house by the votes of followers who like themselves are afraid to go to the country. Reviewing the situation in the light that has been thrown upon it, both in London and at Ottawa, during the last month or so, it is perfectly clear that the policy adopted by Mr. Borden was framed for the purpose of pleasing the Nationalists, and that the emergency clause was conceived as a useful means of facilitating the passage of the measure. We know now that there is no emergency, nor the slightest excuse for spending thirty-five million dollars in the manner proposed. Premier Borden has made a series of blunders, and the people of the country are now fully convinced that they also blundered when they made it possible for the Tory-Nationalist group to assume the reins of power. The people will soon see that the error of the first opportunity which, however, Mr. Borden will withhold as long as possible.

SIR CHARLES TUPPER

The venerable Sir Charles Tupper has hidden farwell to British Columbia, and the Vancouver Sun comments upon the rather painful simplicity of the departure of the surviving father of confederation from Vancouver. It says that of all the Conservative politicians who owed him as much or more as was present, Sir Charles gave the Sun a brief interview in the course of which he said:

"When I introduced the first Canadian Pacific Railway bill in 1881, I do not believe there were 200 white people between Lake Superior and the Pacific coast, and even here there was only a small community in Victoria, at Kamloops and at some other small points. How wonderful has been the change. There was then, of course, no Vancouver. Such a magnificent city as this was then never dreamed of, but great as has been our progress so far it is nothing to what it will be."

Sir Charles Tupper has lived to see his predictions fulfilled and his faith justified. In 1881, as he said, there was no C. P. R., and only a handful of white people between Lake Superior and the Pacific coast. Now the great west is almost girdled with railways, is dotted with cities and new towns are springing up on every hand. The world had not previously seen anything to compare with this wonderful transformation of the Canadian west within the last quarter of a century. That which has been accomplished is but the beginning, and he who thirty years hence looks back to the conditions of today will be able to tell a more wonderful story of progress than that of the period referred to by Sir Charles Tupper.

WHO GOT THE DIFFERENCE?

It is officially declared in Washington that farmers of the United States were getting less for their staple crops at the beginning of this month than at the corresponding date in any of the last five years. It is declared that the average price was 25.9 per cent lower than in 1912 and 18.2 per cent lower than in 1910. The Bangor Commercial observes that the consumers have not noticed any 25 per cent decrease in the price they pay for farm products. This raises the old question of how the producer and the consumer may be brought closer together, and the cost of living reduced. It may be hoped that the wide-spread interest now being taken in the study of this problem will lead to

a solution which will somewhat reduce the amazing difference between what the producer gets and the consumer pays. Wider application of the principle of co-operation is urged as one means of bringing about the desired change, but there are doubtless other factors in the situation which careful study will reveal, and which may be eliminated. Every consumer will devoutly wish that this may be so.

WORK FOR JAIL PRISONERS

It is now lawful in the state of Maine to employ prisoners from the jails to build or repair highways in the counties where they are imprisoned. An act was passed at the last session of the state legislature, under which county commissioners may make rules and regulations and appoint overseers and keepers to have charge of prisoners so employed. No prisoner shall be so employed, however, if the judge in sentencing him exempts him therefrom, or a physician certifies that he is unfit. The county commissioners must provide suitable clothing, which must not be a uniform, and must also provide tools and implements and other equipment. Before prisoners are set at work, however, upon the highways, a written petition signed by at least three per cent of the voters of the county, as determined by the last vote for governor, must be presented requesting that they be so employed. Wherever the experiment of employing prisoners upon the highways has been tried it has given much greater satisfaction than the old system, of merely confining them in jail. The prison farm, however, is still more advanced and a more satisfactory solution of the problem.

The citizens of Bathurst are organizing a board of trade and will send a delegation to Ottawa to interview the government with regard to L. C. R. improvements and the dredging of the harbor. The town anticipates important developments in connection with the pulp and paper industry in the not distant future.

St. Lawrence navigation is almost open and the steamships which have been coming to St. John will soon return to the St. Lawrence route. We may reasonably look forward to a time, however, when with three transcontinental railways having their terminals here, this port will enjoy a large trans-Atlantic business in summer as well as in winter.

The Montreal Herald says:—"When a Kansas penitentiary caught five hundreds of convicts helped to put out the blaze and risked their lives to rescue their companions in misfortune. There was an inch of oil soaked waste on the floor of the kitchen where the blaze broke out. There was practically no fire protection and there were many sick and insane prisoners locked in their cells. There would be some justice in an arrangement whereby the convict fire-fighters would be liberated and the men responsible for conditions in the prison put in their places."

There is a sanatorium for patients suffering from tuberculosis at Glen in Montana, but at the present time there is only one patient under treatment. It is interesting to note the cost and charges in connection with this institution. The superintendent says that if it was filled to its capacity of thirty-two, it would cost about twenty-two dollars per week for each. Those who are able to pay their own way are charged fifteen dollars per week. Those who cannot pay are also treated, the county contributing five dollars per week and the state paying the balance.

Public ownership is apparently gaining in popularity in Ontario. It is intimated that the Toronto Railway and Electric Light Companies may cease to exist, and their property pass into the hands of the city. There has also been introduced into the Ontario legislature a government bill making it possible for municipalities to provide themselves with electric railways, using hydro-electric power. The fight over the street railway matter in Halifax has resulted in the legislature throwing out not only the bill of the tramways company asking for increased powers, but that of the city council which asked for a plebiscite on the question of taking over the street railway.

The conditions with regard to terminal facilities at Montreal are somewhat similar to those in St. John. At a meeting of the chamber of commerce yesterday it was declared that the accommodation is not being enlarged in proportion to the increase in the number of ships using the port, and that several large ships anxious to go there were unable to do so owing to the lack of proper accommodation. This matter of equipping the ocean ports is one of the greatest importance to Canada and its trade. The development of the ports has not kept pace with the growth of traffic. We at St. John have been told over and over again for a number of years past that the facilities here could not be increased too quickly, and the conditions to-day prove that the statements made by representatives of railroad and steamship companies were fully justified. This is no time to rest content with mere assurances. If St. John is to hold its trade it must have more wharves ready for next winter.

BIRTHDAYS OF NOTABILITIES

THURSDAY, APRIL SEVENTEEN.

William Dwydale, appraiser of customs for Montreal, was born on April 17, 1847 in Montreal, and was for many years at the head of an extensive book and publishing business. He was appointed to his present office in 1905.

John Macoun, dominion naturalist, was born on April 17, 1822, in Ireland and came to Canada in 1850. He was for some years professor of botany at Albert College, Belleville. He has done much important research work for the dominion and is a fellow of various learned societies.

LIGHTER VEIN

HAROLD KNEW.

They had all been at church, and the young minister came home to dine with them. While at dinner they were discussing the new stained-glass window a member had given. "It is a most beautiful piece of workmanship," said one, "and must have cost a great deal of money. Have you any idea of how much?" "I really have not," replied the minister, "but far into hundreds I should imagine."

"No, it didn't," chimed in little Harold. "I know how much it was. It cost fourteen pounds ten shillings."

"Why, Harold, how do you know anything about it?" asked his mother.

"Because, mamma, it says at the bottom of the window, 'Job 14, 10.'"

HAD TO STAND UP.

Jones, an old man-of-war's man, home from a voyage, went upstairs for a bath, and not long afterwards reappeared in the kitchen in a towering rage. "Whatever the matter?" inquired his wife, "Matter," retorted Jones, "I haven't had half a bath." "But why not?" continued Mrs. Jones; "wasn't the water hot enough?" "Oh, the water was all right," replied Jones, "but directly I stepped into it some miserable Italian came under the window with an organ and ground out incessantly 'God Save the King.'"

"Well," persisted Mrs. Jones, "why should that have interfered with you?" "Can't you see, you fool," he screamed, "I've had to stand up all the time!"

FLATTERING.

They were at the skating rink. "George," she asked as they rounded the bend, "is your watch correct?" "Yes," replied George, with a merry laugh; "it is keeping better time since I put your picture inside the case."

"Oh, you flatterer! How could that be?" "Well, you see, when I placed your picture inside the case I added another jewel."

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DEATH OF BRADFORD C. JONES, HORSEMAN, WAS DUE TO ACCIDENT

Was Struck By Train — Three Brothers in Petticoat, N. B.

J. C. Jones, of Petticoat, returned last night from Wollaston, Mass., where he had been attending the funeral of his brother, Bradford C. Jones, a well-known horseman, who had been killed by accident. A Quincy letter to the Boston Globe says:

"Bradford C. Jones, aged 66, living at 35 Berlin street, Wollaston, was killed by an inbound train in front of the Wollaston Railroad station about 5 this evening. Mr. Jones was a well-known horseman and had some knowledge of horses' diseases and their treatment that he was called 'Dr.' Jones locally. He is survived by his wife and daughter. He was widely known in Grand Circuit racing circles and followed the circuit for years, most of the time with the Lotta Crabtree stable. The funeral was held this afternoon at his home. Services were conducted by Rev. Frederick H. Steenstra, rector of St. Christopher's Episcopal church. Burial was in Mt. Wollaston cemetery. Mr. Jones was well known to horsemen all over the country. For many years he traveled with the horses of 'Lotta' Crabtree in the capacity of veterinary and he was a familiar figure at all the grand circuit races. Mr. Jones was also well known as a horse trainer."

Mr. Jones has lived in Massachusetts many years. He leaves three brothers, J. C. George G. and Delancy Jones, all of Petticoat, and two sisters, Mrs. Jacob Hamilton, of Badonia, Ont., and Mrs. Coates, of Bridgewater, N. S.

MORNING LOCALS

W. C. Wilcox, of Poughkeepsie, N. Y., arrived in St. John yesterday and will open a real estate office here.

The city commissioners decided yesterday to compare the results secured by the

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NOTICE

The annual meeting of the shareholders of the Thistle Curing Rink Co., Ltd., will be held in the Office of the Company, Golding Street, St. John, N. B., on Tuesday, April 29th, 1913, at eight o'clock in the evening. The Transfer Books of the Company will be closed from April 19th to April 26th inclusive.

F. F. BURPEE,
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