

POOR DOCUMENT

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THE EVENING TIMES AND STAR, ST. JOHN, N. B., WEDNESDAY, JULY 9, 1919

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DEMANDS A SQUARE DEAL

The Maritime Merchant renews in its last issue its vigorous protest against imposing such freight rates on the government railway as would place manufacturers and producers in these provinces at a disadvantage as compared with those of the central provinces. It says: "The maritime provinces have done their share in the development of Canada. They have contributed their portion of the country's taxes, which have gone to the upbuilding of the western part of the country, and yet because of their geographical position they have not been able to share proportionately with Quebec and Ontario in the profits that have arisen from the western development. They have seen Quebec and Ontario grow rich out of business which was created by developments in which they paid their share along with the other provinces; they continued to do it for years without a protest; in fact, they were only too pleased to see the sister provinces doing so well—but they have reached a point now at which they will balk at further inequities. If they are put in a position where it is impossible to compete with Ontario manufacturers by reason of the longer haul, there will, to put it mildly, be more than protests recorded. Already, we suspect, there would have been more of a row if the bulk of the maritime people had fully realized what the proposed change in freight rates means to the provinces. The subject is indeed a very serious one and we advise our readers to study it carefully and to use every influence possible to preserve the status quo."

But the Merchant goes further and declares very emphatically that if protection is to be the country's policy it must continue to include Nova Scotia coal. It points out that at the time the national policy was adopted and long after, we were selling our products in the open markets of the world, and at the same time were compelled to pay 25 to 30 per cent in duties on goods imported. If, therefore, other things are to be protected, the Merchant contends that Nova Scotia coal must not be discriminated against. But the Merchant goes still further and takes another shot at the western folk. It says:

"Another crow which we might as well pick while we are at it is the disposition of the government, abetted by western interests, to butt into our maritime province West India trade. They are now sending out steamers from Montreal to the Windward Islands and Demerara with general cargoes in competition with established lines running from Halifax and St. John to these ports. The excuse they make for this is that they are sending these ships for Cuban sugar; sending them via Demerara, which is 1,980 miles away from Cuba. The distance from Halifax or St. John to Cuba is 350 miles less than from Demerara, so it is easy to see how fragile is their excuse for invading territory which has been ours for more than a century. And there are other things which make one feel that the maritime provinces are not getting a fair show these days, and that we must prepare ourselves to put up a stronger fight for our rights in the future. We saw the other day that an agitation had been started in St. John to resurrect the Maritime Board of Trade. There is a lot of good work for such an organization to do. We urgently need some organized body with a highly paid secretary who will make it his business to fight for maritime provinces interests."

CHILD WELFARE

Commenting on the appeal of the National Council of Women for a national baby welfare week and a child welfare department of the federal department of health the Montreal Star says: "The government should promptly acquiesce in this prayer. Such welfare departments have been established long ago abroad and in the United States. There are many other cities in Canada besides Montreal that have unenviable reputations for their infant mortality. There should have been government intervention long years ago. The treasury of the country is freely called on to help instruct farmers in the raising of sows, pigs, calves, etc., but there is nothing voted to instruct the mother how to bring up her child nor to safeguard his precious life in infancy. Canada, with its modest population, loses annually over twenty-five thousand infants under one year of age, while England, with its tremendous population, loses less than one hundred thousand. The United States Bureau of Child Welfare has accomplished wonders during the past few years in the cutting down of infant mortality figures. Similar success has attended government efforts in England, Australia and other places. There is not a single good reason why effective government aid in Canada should not result in saving annually to the country practically half of the number of infants that now find their way to God's acre."

The farmers could hardly ask better weather than that of the last week, although the showers were rather late to be of benefit to the hay crop.

The Women's Emancipation Bill, which was designed to bring about political and legal equality of men and women in Great Britain, and remove the disqualification which prevents women from sitting in the house of lords, was defeated by a vote of 100 to 85. Major Astor announced, however, that the government intended this week to introduce a bill to take the place of the emancipation bill. This will provide for the placing of men and women on equal terms in civil and judicial matters. The measure, Major Astor said, will be wide and comprehensive.

Of the result of shutting off the liquor supply a Boston paper notes the following change in conditions: "The smallest number of arrests for drunkenness on a Saturday since records have been kept by the Boston police department were reported for the twenty-four hours ending Saturday at midnight. The total of all the stations in the city was only seven as against 360 the Saturday before under wet conditions. The average Saturday arrests for drunkenness, before prohibition went into effect, numbered about 300."

Touching the matter of street car fares the following from Grand Rapids, Michigan, is of interest: "Grand Rapids has returned to a street car fare of five cents. This arrangement was made between the city and the street car company under an agreement for a trial of thirty days, during which it will be determined whether the street car company can exist without the present rate of fare, six cents."

It can hardly be described as unreasonable for St. John to ask for the assurance that under commission the harbor will be provided with all facilities required to meet a constantly growing trade, and that the port charges will be so increased as to place St. John at a disadvantage, in comparison with other ports. If it is alleged we should take all this for granted, what possible objection can there be to giving the assurance asked for?

A bill is to come before parliament at Washington providing for a department of health with a secretary in the cabinet. The author of the bill is being urged to amend it so as to provide for a bureau of public health nursing as one of the chief activities for the prevention of disease.

Eleven American states have thus far ratified the federal woman suffrage amendment to the constitution. None has yet voted against ratification. It is necessary to carry thirty-six states, and the prospect is that far more than this number will ratify whenever the vote is taken.

Every effort to revive amateur athletics in St. John should receive public encouragement and support. We are making good progress in St. John this year, and the sporting page again becomes a feature of interest in the newspapers.

It may be assumed that Liberals in St. John, including both wings of the party, are looking forward to Thursday evening's convention with a desire to take such action as will not give comfort to the Conservative party.

If it is true that women who took men's places in Chicago during the war and proved quite as efficient were paid only 50 to 85 per cent of the wages the men have received, they have just cause for complaint.

It is estimated that because of strikes and coal shortage only a million tons of shipping will be launched this year in British shipyards, instead of the two million tons anticipated.

Navy seaplanes have successfully carried mails from Honolulu to Hilo, a distance of 190 miles. This method of communication will be very widely used ere many years have passed.

The Toronto board of education has appointed Miss A. E. Marty, M. A. of the Ottawa Collegiate Institute, to the position of public school inspector, thus creating its first lady school inspector.

The British food ministry will continue to control prices and distribution till next spring.

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HE LEFT ME DREAMS.

(In memory of J. W. H., despatch bearer in Rainbow Division, killed in action in France.)
He left me dreams—bright, starry shafts, unbroken,
Rose-decked and sweet, as sign-posts down the years;
His songs were sheafs of triumph, proud, unbending,
A glory unforgettable, to trace
Upon my life—my children's lives—no ending.
But, like Dawn's sacred flame, forever blending
With Honor sprung from Love's high dwelling-place.

The sunset's ruddy kiss, the moon's brave wonder,
In merry messages he sent to me;
His words were silver bells amid the thunder
Of death-commissioned guns across the sea.
He left me Faith and Hope and smiles
Immense,
And thoughts that fung stern challenges to Wrong;
A Knight—his fought, and stormed the tyrant's portal,
His deeds like seeds shall flower into Song.

The Night's cool whisper, when the Dawn is waking,
And ghostly hands unclasp, yet clasp again,
He knew; and drank, like wine, for spirit's slaking
The melancholy music of the Rain.
He left me gold, he sent no earthly treasure,
His sacrifice is hidden deep from fame,
For aye his home and friends and peace and pleasure,
He left me Love, in Friendship's hallowed name.
—I, Corson Miller, in the Forum.

LIGHTER VEIN.

An Hour of Peace.
"What are your impressions of No Man's Land?"
"I didn't get into the war," answered the morose citizen. "My only vivid idea of No Man's Land is home while spring housecleaning is going on."—Washington Star.

Welcome.

(Boston Transcript.)
Mrs. Nixdore—My daughter has arranged a picnic for the picnic.
Old Group—Good! It's about time it had a little picnic.

Too Much Freedom.

"I understand you teach useful trades here," said the visitor.
"Yes," replied the warden of a model penitentiary, "but we have to draw the line somewhere."
"How is that?"
"Several life-terminers have been urging me to start a flying school."—Birmingham Age-Herald.

PLANS FOR CONVENTION.

The meeting of the W. C. T. U. yesterday afternoon was largely concerned with the formulation of plans for the provincial annual and the county quarterly conventions. The president, Mrs. David Fitzwell, was in the chair and conducted the opening devotional exercises. Mrs. Seymour read a communication from the dominion secretary, Miss L. Brown, regarding the report of the twentieth dominion convention. As the dominion secretary, Miss L. Brown, was in the chair and conducted the opening devotional exercises.

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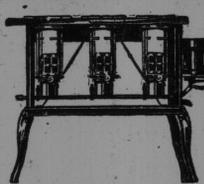
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When the Huns Were Off Our Coast

THE outbreak of war brought a new problem to Canada—the guarding of our coast from German raiders and submarines. Everything that was done at the time was shrouded in mystery, for the censorship did not permit any mention to be made of defense measures. Now, however, it is possible to tell about it, and Thomas M. Fraser gives the complete story of coast defense in an article in the July issue of MACLEAN'S MAGAZINE.

He describes how the coast was patrolled; the troopships convoyed; the seas swept of mines; the shores guarded; the harbors watched. Altogether a complete and fascinating story of a page in Canadian history that may never again be duplicated.

The July number of MACLEAN'S will have a very great interest for readers in the Maritime Provinces. It contains the following articles:

"The Land of National Leaders"

An article on the political aspect of the Eastern Provinces and the achievements of their leading statesmen.

"The Spirit of the Maritimes"

An article on the attitude that the people of the Maritimes are adopting toward the big problems of the day, particularly with reference to the results of Confederation. It is a close and outspoken exposition of the situation and shows the reasons why the people of the East are not satisfied.

Bonar Law, the man from the Maritimes, who has been the able lieutenant of Lloyd George at all crises in Great Britain, appears on the cover in a handsome three-color reproduction.

Other Big Features of the Number

"With the Snowball Brigade"

By Captain Louis Keene

Just back from Siberia—Captain Keene tells some sensational and intensely gripping things about conditions in that country which the Canadian forces are helping to stabilize. It is a record of international complications, strange atrocities and almost unbelievable living conditions.

"The Four Tommies"

By Robert W. Service

A war poem of unusual strength.

"Solving the Problem of the Arctic"

By Vilhjalmur Stefansson

The fourth instalment of his remarkable story of the five years he spent in the north for the Canadian Government, appearing exclusively in MACLEAN'S.

Four Magnificent Stories

The best fiction obtainable is found in this issue: "Owners' Up," a race horse story by W. A. Fraser; "His Majesty's Well Beloved," by Baroness Orczy; "Petite Simonde," by Arthur Beverley Baxter; "Bunkered," by Allen C. Shore.

—Every Home in the Maritime Provinces should have a copy of this July MacLean's and place it in their library for reference.

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