

THE EVENING TIMES AND STAR, ST. JOHN, N. B., MONDAY, MAY 17, 1920

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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 exchange connecting all departments, Main 2417. Subscription Prices—Delivered by carrier, \$4.00 per year; by mail, \$3.00 per year in advance. The Times has the largest circulation in the Maritime Provinces. Special Advertising Representatives—NEW YORK, Frank R. Northrup, 303 Fifth Ave.—CHICAGO, E. J. Power, Manager, Association Bldg. The Audit Bureau of Circulation audits the circulation of The Evening Times.

A REAL NOVELTY.

The most novel and fascinating suggestion in regard to education that has ever been made in England comes from the city of Bradford. It is that secondary pupils should voyage in a ship, with their teachers, for six or twelve months, and in addition to their other studies learn geography on the spot. The Bradford correspondent of the London Daily News tells the story as follows: "A traveling school on board ship is conceived by the education committee here as the best solution of an enormously increased demand for secondary education. It is proposed to build, hire, or purchase a sea-going steamship, furnish its state-rooms as class-rooms, provide the requisite staff of teachers, and send the boys, for six or twelve months, on voyages of discovery to learn geography by seeing with their own eyes places on the map, history at the scenes of enlightenment, astronomy, and many other arts and sciences, and, not least, to acquire that culture which cannot be got otherwise than by travel. Before these young Bradford people have come to the age of doing a day's work in the factory they will have experienced globe-trotters, and when they have to pack off to the Bradford cloth to Norway, Denmark, France, Spain, Italy, Greece, or Egypt, they will have first-hand knowledge of what they are about. Just exactly the range of these school voyages is not completely thought out. It depends upon circumstances. Although indefinite, it is clearly in mind that the Mediterranean should be explored, and cities like Rome, Florence, Athens and Cairo visited."

An interesting statement in connection with this project is that the committee have an idea that it may not be more expensive than building new schools. The city is now confronted with the prospect of erecting 200,000 for a school to accommodate six hundred children. The explanation of the need for more accommodation is very creditable to Bradford. It is that the city has made all its secondary education free, and already has double the proportion of secondary scholars in its schools which are found on the average throughout the country. It has been compelled to erect large huts on school playgrounds, and cannot catch up with the demand. It is also confronted with the enormous increased cost of construction, and has therefore brought before the city council the very novel suggestion of schools afloat. The chairman of the secondary education commission, in an interview, expressed his personal views of the matter as follows:

"I want to see this fine vessel docked in Manchester. It will be called the City of Bradford, and our children will be on board their own ship within two hours of leaving home. There is no end to the possibilities if we prove that it is feasible. The first thing is to find the feasibility of having a ship built for our own use, and as to whether it should be used exclusively for educational purposes. This city has a vast export trade, and we might find it suitable to combine the export of our own manufactures with the facilities for education. I have no doubt that we should have plenty of scholars, and, though we have not worked out details, the school period of travel would be perhaps six or twelve months. The advantages are incalculable. It could not do other than spread the international spirit. Whilst our immediate consideration is the secondary school child, there is no reason why it should be limited to them. For instance, we have 240 delicate children in our open-air school, and we have 160 physical defectives who would benefit by a sea voyage. We have an open mind as to whether we should begin with boys only, or take girls as well. I hope that we shall be able to demonstrate that the school ship is practicable. If it is a good thing for the Prince of Wales to see the world as part of his education, I believe that equal facilities should be open to the boys and girls of the workers. It will be good for them and for the nation."

Of the educational value of such training as would be given in a school afloat, with competent teachers, there can be no doubt. Young people leave home to attend college, and why not a floating college? The minds of the pupils would be wonderfully broadened by travel and contact with the peoples of other climes. The real problem would seem to be the financial one and it is rather difficult to see how it could be practically solved. The educational committee evidently believes the whole subject worthy of investigation, and if the plan is really tried the result of the experiment will be awaited with very deep interest. The Daily News says of it:

"It is a delightful prospect which is held out by Bradford's latest audacious conception. The difficulties in executing it are obvious and grave, but it offers such shining advantages that it is hard to believe they will not be overcome. Ignore, if it is possible, the glamour of the idea, and think of the contrast—the dreary school room in the sullen, grimy town, with the weary teacher drilling into rows upon rows of pale-faced children, precept upon precept, and line upon line, the dull tale of uncomprehended facts, and the school, or, better still, the deck of the City of Bradford on a summer's day in the Mediterranean, with

the very sea and air breathing their genial lessons, not of dead facts and dusty paradoxes but of life and its sparkling realities. Who would hesitate with such a choice before him?"

THE PULPWOOD SUPPLY.

Mr. James White, assistant to the Chairman of Conservation, gave a very interesting address in Ottawa last week on the question of pulpwood and forest waste. He pointed out that the pulp and paper industry in Canada now represented a total investment of over \$240,000,000, employing more than 25,000 persons. We quote:

"Wood, pulp and paper exported from Canada totalled \$113,000,000 in 1919, and 80 per cent. went to the United States. One-third of the newsprint used in the United States came from Canada. He stated that it was of the utmost importance that Canada should continue to supply the United States, and that we must have efficient management of our forests to avoid depletion. Our supply was not inexhaustible without conservation. Mr. White went on to state that a survey showed that Quebec had 155,000,000 cords available, 52 years' supply, cutting 3,000,000 cords per year. Ontario had about 100,000,000 cords of spruce and balsam, possibly 67 years' cutting normally. New Brunswick had 36,000,000 cords of spruce and an annual cut of 1,250,000 cords, had 29 years' supply, and theoretical increase of 600,000 cords amounted to only half the annual cut. In addition to the cutting, the forests had other foes in fire, fungi, and insect pests, which were yearly responsible for enormous losses."

The figures regarding New Brunswick can only be approximate, since the accurate survey of our forest lands has only covered about one-third of the area. But Mr. White's reminder that it would not take many years to exhaust the supply of pulpwood is the strongest possible argument for a careful conservation policy. As he says, the forests mean something to everyone in Canada in that the wood supply directly affects every person's pocket-book; and conservation is a matter of hard business sense—not sentiment.

A year ago today St. John was gay with flags and bunting and eagerly expectant throngs lined the streets to welcome home the brave men of the 28th Battalion. It was an occasion long looked forward to and the city let itself out in jubilation over the home-coming. It is well to recall such events as this and give thought to their significance.

AIR ROUTE FROM THE PACIFIC TO THE AMAZON

London, April 28.—(Associated Press Correspondence)—Establishment of an aerial route from the Pacific to the Amazon as a means of surmounting difficulties of road travel among the Andes, is advocated by G. M. Dyott, until recently squadron commander of the British Royal Naval Air Service. "There is no serious difficulty in the way, so far as practicability is concerned," Mr. Dyott told the Royal Geographical Society. "We have heard of the great height of the Andes, but there are low altitudes at which they may be crossed. One of the Andes ridges can be negotiated at a height of 7,000 feet, but there is another rising to 15,000 feet. Peru," he continued, "is peculiarly suitable for aerial traffic. Aerial highways will undoubtedly play a large part in the future development of that country. It is of importance that rapid communication should be established between the interior and the coast, and in order to do this the airplane must come to the rescue."

MORNING NEWS OVER THE WIRES

Montreal, May 16.—The announcement was made on Saturday of the purchase and subsequent sale by the Royal Securities Corporation of an issue of \$450,000 six per cent first mortgage bonds of Fraser Companies, Limited. The Greek steamer Plata was floated yesterday afternoon off Sable Island and arrived in Halifax last night. Simon F. Landry of St. John and S. J. Jones of England, were arrested in Truro on suspicion, yesterday, as a result of a description of two men who are alleged to have broken into a store in Windsor. Landry was heavily armed.

MT. ALLISON CLOSING.

The commencement exercises at Mount Allison, Sackville, closed last evening with the baccalaureate services in Charles Fawcett Memorial Hall. Rev. Dr. W. A. Gifford preached an inspiring sermon. Amongst those present from St. John were Miss Mildred Wilson, J. M. Harvey and R. Merrill.

On Saturday two excellent recitals were given. The first took place in Beethoven Hall, at which Richard Dawson, of this city, assisted. The second was the graduating recital of Miss Kathryn Thompson of Hillsboro, assisted by Don Miner, Amherst, and Miss Gertrude Borden.

LOYD GEORGE TO SPEND WEEK RESTING

Hythe, England, May 17.—Premier Lloyd George will prolong his stay at Lympne, near here, for the whole of the present week under medical advice, to make his cure as complete as possible.



(Copyright by George Matthew Adams.)

CHANGE OF BASE.

Kansas winds are always blowing, and my path of life seems thorny; so I'm packing up and going to the groves of California. There beside the sobbing ocean I shall sit and do my singing, filled with prunes and sweet emotion, while the golden hours are winging. Kansas heat is always hotter than the kind that starts you sweating; Kansas rain is full of water, and each day I get a wetting; so I go to San Diego where the honey bees are buzzin'; there I'll fill myself with sage, and sing anthems by the dozen. There the scenes are most inspiring, and the natives love them dearly, and a man who lives by lying ought to earn ten dollars yearly. By the broad and blue Pacific I'll compose my dippy stanzas, filled with yearnings most terrific for the sun-baked plains of Kansas. Resting on my downy pillows, after hours of fierce endeavor, I will watch the mighty billows rolling as they've rolled forever; oh, I'll watch them in their glory, and remark, "Tide give a penny to get back to old Empory where of brine there isn't any."

CANADA—EAST AND WEST

Continous Happenings of Other Days

KROONSTAD SURRENDERS.

When the Boers failed to stop the Canadians and the other British troops the Zand River in the early days of May, 1900, in the light in South Africa, they fled pell mell to Kroonstad in spite of the heroic endeavors of De Wet and Botha to make them stand again. A few were rallied and did valiant work as a rear guard for the enemy, but the great part of the enemy was panic-stricken and one might as well have tried to stem Niagara as to stop the flight.

They prayed for the darkness as the shells of the big guns shrieked over them; if they lagged for a moment it was to head the zip of the British bullets in the air. In their efforts to escape the relentless pursuer they fired the dry grass of the veldt, hoping to get away behind the smoke screen.

Kroonstad was in the wildest confusion as the British army rolled towards it; burghers were sleeping in the streets and the squares, only waiting for the morning to continue their flight. The inhabitants were packing up their valuables ready to go into exile; the government was making ready to remove to another camp as the danger to their headquarters increased.

Botha and De Wet got together 2,000 or 3,000 men to make a stand but a few from the British guns sent them flying again. The mounted men were rapidly approaching Kroonstad—they were within three miles of the place when Botha fled. A train that was to carry away the valuables was burned by British shells before it could leave the yards of Kroonstad. In the great trek from that place there were at least 10,000 Boers and twenty big guns and it was only the strategy of Botha that saved all from capture and destruction.

The game was up and when the first shells fell in the town the civic officials decided to surrender in order to save the place from ruin. The mayor and chief officials came out to see Lord Roberts who refused, however, to treat with anyone but the landrost. It came with the entire civic board and surrendered the keys of the place to the British.

IN LIGHTER VEIN.

Brevity. "My good woman," said the learned judge, "you must give an answer in the fewest possible words of which you are capable to the plain and simple question whether, when you were crossing the street with your umbrella, or your hat, or the omnibus was coming down on the right side and the taxicab on the left, and the carriage was trying to pass the omnibus, you saw the plaintiff between the carriage and the taxicab or whether and when you saw him at all, and whether or not near the carriage, taxicab, or omnibus, or either, or any two, and which of them respectively, or how it was."

A Humane Warden.

The constable of a New England village, a man of exceeding good nature, found it necessary to lock up "three tramps who had strayed into his jurisdiction. Soon after the arrest he was met by the mayor of the village, who, observing the constable hurrying down the main street, said:

"Where are you going, constable?" "Oh," explained the constable, "the three tramps I just locked up want to play bridge and I'm out hunting for a fourth."—Harper's.

"Your narrative is too highly colored," remarked the editor, returning the bulky manuscript. "In what way?" inquired the disappointed author.

"Why," replied the editor, "in the very first chapter you make the old man turn purple with rage, the villain turn green with envy, the hero turn white with anger, and the heroine turn red with confusion and the coachman turn blue with cold."

Rough on P.

"Papa, Mr. Flubdub will probably call on you tonight."

"Well?"

"Tell him gently, but firmly, that I can never be his."

"See here, girl, don't you send that young man to me. I owe him ten dollars."—Kansas City Journal.

'Tis The Truth That Hurts.

Irate Subscriber—Confound you stupid editors! Here at the wedding yesterday instead of making me say I felt sure the bridegroom had many years of uninterrupted bliss before him, you report it "many years of uninterrupted bliss!"—Passing Show (London).

Some Practice.

He—it strikes me that you seem to know a great deal about being made love to.

She—You don't suppose, do you, that I have spent as the best part of my young life in knitting sweaters?

Don't Read When Drowsy.

To read or study when tired or drowsy is to strain the eyes to a dangerous degree, writes W. M. Carhart in Public Health. Avoid evening study whenever possible. If you are using your eyes by artificial light, be sure the light does not shine directly into the eyes, and try to have it come from behind and to the left side so as to avoid the harmful glare.

JAZZ A SONG AT TWILIGHT.

(Clement Wood in the Review.)

America's chief contribution to the arts so far, say the learned ones, is ragtime; or, in vulgar parlance, jazz. This cosmic syncopation is affecting man's activities. Ragtime is everywhere; nations adopt intoxicating figures like the Turkey-Trot, the Lenny Lennin, the Bryan Grape-Juice Waddle, Later Slavic music, Gipsy Art, Vorticism, Sculpture, Vachel Lindsay's chants and Amy Lowell's shredded rhythms—what are these but jazz?

Recently we ran across the advance sheets of a distinctly modern volume of music, "Home Jazzes." An energetic adapter has redone the old songs in the ragtime nature. We quote a few of the ragged melodies, beginning with an old favorite:

Home, home saccharine home,
Place to lay your dome,
Lay your dome,
Lay your dome.
There's no place—no show place—
Or "go" place—or show place—
There's no place like home—
What?

The nationalistic note appears in this brief chorus:

Come back to Erin for a Sinn Fein rag;
Use the ballad—or a mallet—for the old green flag,
We'll print our books in Gaelic,
So we can never fail,
Till we win at last that Home Rule,
Sinn Fein rag!

"Annie Laurie" sticks closer to the accepted jazz forms:

Down in Bonny Scotland where the
Annie Laurie grows,
There's a little kiddie with a brow like
snow,
She hasn't any frost mitt, I'd have you
know,
She's a bear—Thea Bare—Oh my!
(Slower) And on Maxwellton's brae
Amid the new-mown hay,
She's waiting 'neath a Scottish sky;
(Chorus)
Annie—Annie Laurie,
My heart's in a flurry,
Let's get preacher, license, ring,
And do that thing!

Boys, seeing that defeat was to be their fate in the war, were anxious to win the favor of the conquerors. Kroonstad was lost to the Boers.

We regret we can not quote the intoxicating strain of "Drink to Me—Only with Thine Eyes," "The Auld Lang High Syne," "The Battle Hymn of the New Republic," "Shimmying To-night on the Old Camp Ground," "The Jazzy Jangled Banner," or the pathetic stanzas of "I Cannot Sing the Old Song—the Law Will Not Permit It." Instead, we give the unaccepted chorus of "Love's Old Sweet Jazz":

Just a jazz (it's just a jazz) at twilight,
In the shy light,
Not a high light,
Life's a muddle, kiss and cuddle,
Life's a muddle, kiss and cuddle,
While the shadows flicker all the quicker,
As though liquor filled 'em;
Then the way (although the way) be weary,
Rather dreary,
Simply bleary,
Still to us at twilight
Through the shy light
From the skylight
Comes the jazz!

For it has (THE JAZZ!)

A sneaky, squeezy, shrieky Bolshevik sort of jazz;

For it has (THE JAZZ!)

An easy, squeezy, Japanesque, Funny, bunny, lug me, honey, Can't embrace, Peace-at-Paris, Razzle-dazzle JAZZ!

THE PUBLIC PRINKERS.

(Chicago Tribune.)

Sir.—The name of this organization shall be The Public Prinkers. Any adult male who owns a suitcase, valise, or carpetbag shall be eligible for membership.

There are no dues, but there are duties, viz.:

Whenever a member sees a woman on a train or trolley car bring her mirror and powder her nose or rouge her lips, he shall:

Open his bag, produce a large comb and run it through his moustache.

If he has no moustache he shall bring out a pair of military brushes and slick his hair.

If he has no hair he shall get out a whisk broom and brush his clothes.

If he has no clothes he shall bring forth a blacking-brush and polish his shoes.

If he has no shoes he shall produce a small tub, with water, soap and wash-rag, and take a bath.

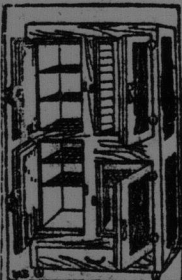
The motto of this organization is: Privacy Be Damned!

SEEING INTELLIGENTLY.

In training children or training students or training employees it is extremely important to develop in them the faculty of observation, for much can be learned by seeing with "seeing eyes."

The principal value of travel is that it broadens one's vision and knowledge through the things and people seen in various countries.

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McClary's Simplex

KITCHEN too cold to do without a coal or wood range in winter?

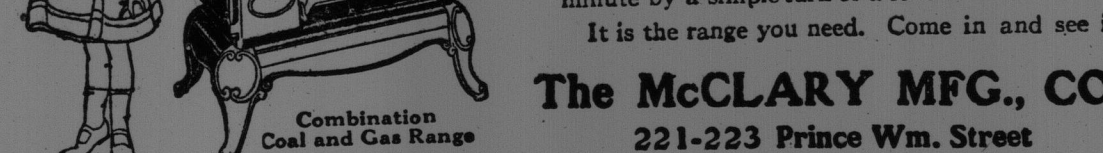
It is a mighty uncomfortable place in summer if the same range has to do the cooking and baking during the warm months—that is, unless the range is a McClary's Simplex Interchangeable.

A range that burns coal or wood and gas! That is just what the Simplex does. It can be changed to a gas range in the fraction of a minute by a simple turn of a lever.

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Combination Coal and Gas Range

To become wise, therefore, teach yourself to observe closely.

This, in turn, will help to store your head with power to see things not visible to less-seeing eyes.

And is it not true that success depends largely upon seeing things more clearly and seeing farther than other people?

Intelligent seeing increases one's knowledge, and knowledge increases one's ability to see.—Forbes Magazine (N. Y.)

THE BETTER the FLOUR the Better the BREAD

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