

EXHIBITION ASSOCIATION 34 YEARS OLD; FEW OF THE FOUNDERS ARE NOW LIVING

Carnival at Time of Union
and Advent of C. P. R.
to St. John.

The Exhibition Association of the City and County of St. John was incorporated in the year 1889. The first president was Charles A. Everett and the vice-presidents Henry J. Thorne and W. M. Jarvis. The first directors were these three and W. H. Thorne, George Robertson, T. W. Peters, J. M. Johnson, A. L. Law, Jonas Howe, R. B. Emerson, C. N. Skinner, Gilbert Murdoch, Thomas McAvity, S. S. Hall, James Pender, William Peters, W. Walker, Clark, R. P. Starr, William Shaw, J. McA. Hutchings, Simon Jones, James A. Estey, Alex. Macaulay, William Greig, J. C. Robertson, Dr. Thomas Walker, A. O. Skinner, James F. Robertson, Samuel Crothers, S. D. Scott and Ward C. Pittfield. The secretary was Ira Cornwall, the most irrepressible optimist who ever held an official position in St. John.

It is interesting to look over this list of names. H. J. Thorne, Thomas McAvity, W. W. Clarke, Dr. Thomas Walker, A. O. Skinner and S. D. Scott and possibly one or two others are still living, and of these Mr. Thorne lives in the western states, Mr. Clarke in Fredericton and Mr. Scott in Vancouver. The list includes the names of men who in their lifetime did much to promote the welfare of St. John. In an announcement made in the year of its incorporation, when a ten days carnival and electric exhibition was held in honor of the union of St. John and Portland and the extension of the Canadian Pacific Railway to this port, the Association said:

"St. John N. B. being most centrally situated for the railway system of the Maritime Provinces, but also the Atlantic terminus of the great transcontinental route of the Canadian Pacific Railway, is most admirably situated for holding exhibitions of art, manufactures, agriculture, horticulture, etc. The Association having extensive and conveniently situated grounds, as well as ample building accommodations, purposes holding annual exhibitions commencing about the first of October each year, and incorporating some new and attractive features for the public entertainment."

The policy of holding annual exhibitions was not adhered to, and it was found that October was too late for a successful fair. The Association of today has successfully inaugurated the

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annual fair, held the first week in September. The electrical exhibition of 1889 was under the patronage of Lieut. Gov. Sir Leonard Tilley, and the committee in charge at the building (the same main buildings as accommodate this year's fair) were Ex-Mayor Henry J. Thorne, James Straton, R. B. Emerson, Andrew Hunter, James F. Robertson, James Hunter, George F. Calkin, James Fleming, John D. Howe, A. A. Knudson and A. M. Cogswell. The electrical display was a marvel for those days. The executive and managing committee of the Carnival were: A. O. Skinner, chairman; Ira Cornwall, secretary; and W. W. Clarke, assistant secretary. Mr. Skinner was also chairman of the sports committee; James F. Robertson, finance; Roy J. W. Davenport, music; S. D. Scott, press; Ald. Blackadar, fireworks; regatta, Dr. J. W. Daniel; advertising and printing, also parade, George Blake; military, Lieut. Col. Blaine; fire department, John Kerr; reception and hotels, Ald. Shaw. The mention of these names recalls many things to citizens whose memory goes back thirty years or more.

The men of that day had faith. Only a dozen years had elapsed since the great fire, but the rebuilding had been largely accomplished, the union with Portland consummated and the C. P. R. brought to the city. Electricity had come to transform the conditions of life. The people surveyed the past with satisfaction and looked forward to the future with confidence. Expansion of industry and trade were in sight and the changed conditions had better outlook seemed to warrant ten days of carnival as fitting to usher in of a new era. Much that was hoped for has not fully come to pass, but real progress has marked the period between 1889 and 1923. Today as then the people look forward with confidence that their city cannot be deprived of its birthright as a national port.

THE FIRST BOY SCOUTS.

(New York Tribune)
The controversy over credit for the founding of the Boy Scouts seems a tenuous, though in another respect it may be regarded as a tribute to the magnanimity of the movement. Nations and individuals do not claim authorship of anything that is not worth while.

The question seems to be whether credit is to be given for the inception of the thing itself or of its name and form. In respect to the latter, the credit is due to the late Mr. Baden-Powell, organizer of the Boy Scouts in England in 1908, while the first incorporation under that name was made in the United States in 1910. On the other hand there had been prior to 1908 two similar organizations in this country. One was the "Sons of Daniel Boone," founded by the late Daniel Carter Beard, and the other the "Woodcraft Indians," founded by Ernest Thompson Seton, and it was by the union of these two bodies that the Boy Scouts of America came into corporate existence at Washington on February 8, 1910. More than twenty-five years before that time Mr. Beard had begun for and among boys a movement similar to that of the Boy Scouts, and during those years he published a number of books on the subject. It is on that reasonable ground that he has been regarded as the founder of the Boy Scouts organization.

The two movements in the United States and England appear to have developed almost simultaneously, though it is probable that that of this country was a little the earlier in starting, while the name by which both are now known was first used in England. Thus it might be contended that England got the idea from the United States, and the United States goes the name of the organization from England. If so there is no cause for rivalry or heartburning. Both countries are to be credited with the promotion of an admirable work.

Switzerland is divided into 22 states or cantons, as they are called there.

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Not many fruits were good jam or jelly makers, until the Certo way made all fruits available. The old-time, long-boiling process was so tedious you never put up enough jam and jelly. The

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one-minute boiling method is easy, quick and certain. The season's end finds you with a wonderful variety of the most delicious jellies and jams you ever tasted. Certo is pectin—Nature's jelly-making substance. Certo-made jams and jellies keep perfectly, and cost less. Complete Booklet of Recipes with every bottle. If you, grocer, does not have Certo, send his name and 40c and we will mail you a bottle. Write today for revised Certo booklet of 73 recipes (free).
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Mother Nature's year-round jelly maker

How to Make Apple or Crabapple Jelly

Remove stem and blossom ends from about 3 lbs. ripe fruit, and cut in small pieces. Add 3 cups water, cover pan and simmer 10 minutes. Crush with masher, cover pan and simmer 5 minutes longer. Place fruit in cheese-cloth bag and squeeze out

GUN FEUD



Jack Kaplan, alias Kid Dropper (above), East Side gangster, who shot to death as he left Essex Market Court in New York City, by Louis Cohen (below). This is the seventh death in gun wars in New York in the last month.

PETER MANNING'S RECORD MILE

(By Stanley Woodward in Boston Herald.)

Peter Manning, 156 8-4, champion trotting horse of the world, covered a mile in 1 minute and 29 seconds yesterday at Readville in a race against time, thereby chipping one-quarter of a second off the track record. A sensational second half mile, clocked in 57 1/4 seconds, enabled the great bay gelding to set up the mark. A crowd of nearly 15,000, one of the largest ever attending a Grand Circuit race meeting at the Readville track, saw him perform. First Quarter in 28 3/4.

Peter Manning was accompanied only by a running horse in his assault on Readville's long-standing record. No sign of actual competition gave him incentive for the feat, yet when he thundered across the finish at the Grand Circuit drivers, held him in time, he was travelling at greater speed than any other trotting horse ever could muster.

He did not stretch out to the full until he reached the three-quarter mark. Thomas W. Murphy, leading this year and widely among winning Grand Circuit drivers, held him in for the first half. The quarter was turned off in 30 1/4 and the half in 1:01. Then Murphy let out the champion, and from that point to the finish his speed was cumulative, with a final quarter in 28 3/4 seconds.

His performance was not the fastest ever produced on the famous "two-minute" track, but it actually was the fastest legitimate mile in the history of the oval. Dan Patch once covered it under 1:39, but he did it behind a wind shield. Star Pointer, a pacer, set the track record in 1897, and it later was equalled by Lou Dillon. Peter Manning himself equalled it last year in the second appearance on the track.

Conditions for the feat were perfect, but recent resurfacing of the track and the lack of time for the new clay to set may have stolen a fraction of a second. Wind and weather were ideal. The last trace of heaviness was gone from the track.

Sugar cane fiber is found to make excellent lumber.

Riola Double Compact
The Gift of Paris
La Barre has achieved the seeming impossible in his RIOLA Double Compact. The powder and the rouge it contains are as pure as mountain breezes, as fine as gossamer. Each is sweetly redolent of RIOLA perfume—the favourite of beautiful women. The golden case is of surpassing quality, fitted with a very fine mirror and two genuine lamb's wool tufts. Despite its superiority, RIOLA Double Compact pulls for only \$1.50. Every good dealer.

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CONSUMER'S VIEW OF MILK PROFITS

Figures That Farmer Gets
Only 6 1/2 Cents and
Dealer 6.

A milk consumer has been doing some figuring, and has given The Times-Star the result, in the following statement, which he declares is based on the facts of the case:

"Now that the milk consumers of St. John are called upon to pay another cent per quart per day for this morning's milk, an analysis of the cost of milk will not be out of place, and the reason for St. John's high milk price will readily be seen.

"After the first day of September, the farmer or milk producer receives per quart six and a half cents, and for this amount he feeds and milks his cows, and hauls his milk to the rail-car. There does not appear to be any sign of ruthless profiteering at this particular stage, and if any of the Kings County producers are rolling in wealth, it is not from the milk, and they are entitled to it.

"Now let us proceed to build up the cost from this six and a half cents. The dealer who receives the milk from the farmer delivers to our doors, and collects his fifteen cents, or fourteen cents, (there are two prices).

Freight 0.06 1/2
Pasteurization, etc. 0.01 1/2
Bottle losses, etc. 0.01 1/2
Actual Cost to Dealer 0.09 1/2

"Now we have arrived at the landed cost of the milk to the dealer, and the next question is what is a fair wage margin for the dealer to add to this cost and this particular question is the crux of the whole situation, for it is entirely a matter of economical distribution. The activities of the Milk Dealers' Association are centered upon selling milk at a price that will show a living for the dealer. This is a fine spirit of brotherly co-operation, but it is the consumer who pays the bill, and a consumer who has the right to know what constitutes a milk dealer's profit. How many quarts per day must a man sell before becoming eligible for the ranks of milk sellers? If a dealer (2) sells sixty quarts per day, he is entitled to a gross profit of three dollars. No wonder he says the price of milk is too low, for he looks at the price rather than the quantity sold. The question is, should such a milk seller be classed as a dealer? Every man has a right to enter business, but he should not be called upon to pay an excessive price for his milk because this man cannot secure more customers than his sixty, representing an annual sale of \$1,800. The trouble in St. John is that there are too many small dealers trying to make a living out of selling a few quarts milk each day, and the consumers are paying the bill.

"A live and active milk dealers' association would place restrictions on its membership, and the selling price of milk would be made in accordance with the milk consumption of St. John, divided by the number of dealers necessary for its economical distribution. The price of milk would not be made in order to provide a living, at the cost of the consumer, for any man who fancies the milk business as a trade.

"At a selling price of fifteen cents per quart, it represents a margin of 66 2/3 per cent. How many businesses in St. John, excepting the milk business, operate on a margin this big?

"Milk consumers should carefully go through the foregoing figures, and judge for themselves whether the price of milk is too high, and if a man who distributes is entitled to as much as the milk gets who supplies the milk, for it figures this way, farmer six and a half cents, dealer six cents. How many grocers double their cost prices? Not many."

TRY ESKIMOS IN
MURDER CASES
Two Canadian Courts on the
Way to Show White
Man's Justice.

Two judicial groups are on their way to Northern Canada under escort of the Royal Canadian Mounted Police. One sailed on the steamer Arctic for Baffin Island and the other is proceeding down the Mackenzie River to Elmer's Island in the Arctic Ocean. Both parties are to try persons held for alleged murder. Each party consists of a judge, a prosecuting counsel, counsel for the defence of the accused, and an interpreter. Judge Dubuc of Edmonton, heads the Mackenzie Valley party and I. A. Rivet of Montreal the Baffin Island party.

The eastern party will try the alleged murderer of Robert James, a Newfoundland trader, who was killed in March, 1920, near Cape Crawford, on the western shore of Hudson Bay. The western party will try an Eskimo alleged to have committed several murders in and near the Kent peninsula and Coronation Gulf in 1921 and 1922.

The two parties are being sent thousands of miles to give a fair trial to Eskimos. The men will be tried and defended just as if they lived in an organized province. The proceedings will be interpreted and explained to the natives who assemble at the trials and it will be made plain to them that the wrong-doer will be punished whether he be white man or native heavy expense because of the distances the courts will travel. It is estimated the journey of each party will cover a quarter of this continent.

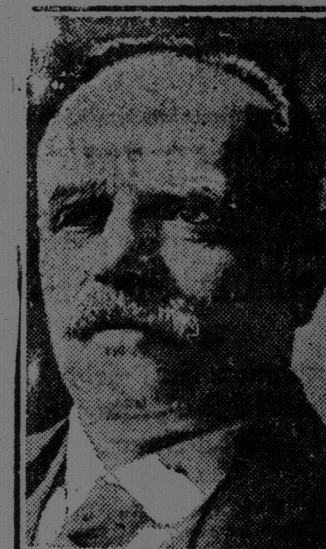
On the shores of the Arctic Ocean or Davis Strait there are posts of the Royal Canadian Mounted Police, each occupied by two men. From these posts constables travel 800 miles in com cases to conduct investigations, receive the remains of murdered persons, hold inquests, arrest suspects and bring them back to the post for trial. This, it is pointed out, is all in the day's work of the Royal Canadian Mounted Police, and it is cited by Dominion officials to illustrate how Canada has been made safe for the pioneer.

SHOCK FROM FIRE CAUSES HER DEATH

Moncton, N.B., Sept. 4.—The death of Mrs. John Geldart, 60, occurred at the home of her son-in-law, Joseph C. Bannister, Pettitcodiac, this afternoon. It is attributed to the shock she suffered due to burning of a nearby house owned by Frank R. Wheaton, a C.N.R. fireman. Mrs. Geldart had been a sufferer from heart trouble for several years and it is believed that the anxiety and shock induced by the fire occasioned her sudden death.

Through the energetic work of the fire brigade the flames from the Wheaton fire were prevented from spreading to nearby wooden buildings. Mr. Wheaton lost about \$300 in cash and \$800 in registered victory bonds. Most of the household effects were saved.

GERMAN CHIEF



Herr Giesberts, Minister of Posts and Telegrams in the new German cabinet.

CALLS FOR GOOD REPRESENTATION

Board of Trade President
Urges Members to Attend
Halifax Meeting

G. E. Barbour, president of the St. John Board of Trade, has sent a letter to the various members of the local board urging them to attend the Maritime Convention in Halifax on September 11 and 12. The following is his letter, in full:

"Many people are saying 'times are hard in Canada.' Many people in the Maritime Provinces probably think this section of Canada is having the hardest times in its experience. Of course, business is not what we would like to have it, and yet, in the long past, times have been very much harder than they are now, and comparatively, today, Canada as a whole and the eastern provinces surely are better off than many other parts of the British Empire.

"There has been a lot of talk in the last few years about Maritime co-operation. Do you believe there is any tangible gain to come out of the promotion of such an idea for yourself and for your business? If so, there will probably never be a time when an interest in a Maritime co-operative effort of any kind would bring greater value than right now. The special object of this letter is to ask you to consider whether for yourself, for your business, for the Maritime Provinces, you will take an active interest in the forthcoming meetings of the Maritime Board of Trade at Halifax, Sept. 11-12.

"Last year a very representative meeting was held in St. John and distinct headway made toward securing co-operative efforts along certain lines, and it is particularly vital this year that the work started then should be further pushed ahead at Halifax.

"Halifax, at any time, is worth seeing, but still many of the St. John business men do not know it intimately and are not aware of its business problems of recent years. It would be good for Halifax and for St. John if we could have twenty-five of our business men spend two days there at the Maritime Board of Trade meetings. Will you arrange to have some one representing your house at these meetings? Notify the secretary of the St. John Board of Trade at the earliest possible moment so that he may secure sleeping car space in advance. He may arrange to interview you personally in this connection."

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MINE CONTROVERSY ON AGAIN TODAY

Philadelphia, Sept. 4.—Miners and operators charged with working out a new wage contract between workers and mine owners tonight were preparing to resume their conferences tomorrow at Harrisburg, where they were temporarily suspended last Saturday. The best information obtainable here was that neither side has changed its position and unless Governor Pinchot has some new idea to present to bring about a settlement and end the suspension of mining, the negotiations may last longer than was generally expected. Reports from the coal fields today

where suspension started last Friday night when the contract signed in September, 1922, expired, indicated that no coal is being mined. Reports from the fields also tell of the laying off of hundreds of railroad-men who handle coal trains. There is very little anthracite left in the regions, as the major portion was sent to market Saturday and Sunday.

A six-year-old child of Mr. and Mrs. James Fronting, of Union street, was knocked down by an automobile near the corner of Charlotte and Union streets yesterday afternoon and slightly injured, but was able to proceed home unassisted. It was said that the child ran in front of the car and was struck before the car could be stopped.



Mother Says: "Cream Cotton Rib" for Spring and Fall

BOB telephones from the office. "Say, Mother, get me some medium-weight underwear. The office is chilly these mornings. You know the kind to get—something for between seasons—not too light, but not too heavy."

"Yes," replies Mother. "You want Dods' Cream Cotton Rib. I'll get you some to-day."

Dod's Cream-Rib for men is known to the trade as Number 218. Ask for it and make sure it carries the Dods-Knit trade-mark. It is a fine, soft, closely-knitted, all-cotton line, very suitable for Bob because he works in an office all day and this medium weight is just what he needs for the changing seasons of Spring and Fall. Sold in two-piece and combinations.

Dods' lines for Men and Boys include:
Dods-Knit Cream-Rib (for Spring and Fall, for men only);
Dods-Knit Random Fleece;
Dods-Knit Natural Wool, medium-weight;
Dods' Scotch Knit (100% wool);
Dods' Elastic Knit (Heavyweight 100% wool, for men only).

For Women and Girls:
Dods-Knit White Fleece;
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Selling Agents to the Trade:
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Mix Mustard this way

Mix Colman's Mustard with water to the consistency of a thick paste. Add water until the desired thickness is obtained. If a milder flavor is desired mix with milk. Mix mustard freshly for every meal.

but it must be Colman's



REGAL FLOUR

The woman who is not satisfied with her bread making should try a baking with Regal Flour, the best flour for bread making sold in any market.