

The Evening Times and Star

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THE IMPERIAL CONFERENCE.

The departure of Premier Meighen for London, to attend the conference of British prime ministers, attracts public attention to that conference and what it may do. Since it is merely preliminary to a later and more important gathering of imperial statesmen it will be chiefly interesting because it will reveal the attitude of representatives of the different parts of the Empire toward a few questions of great moment. As a conference it will not decide anything. The Montreal Gazette points out—

"To begin with, the conference is consultative, not executive; its members have no equal authority; majority decisions are not binding on the minority, and conclusions reached are ineffective until ratified by the several parliaments of the commonwealth."

There is, however, on record a resolution adopted by an Imperial conference in 1917, which is worthy of note at this time. It was moved by Sir Robert Borden and strongly endorsed by General Smuts, premier of South Africa. It said in regard to the future relations of the nations within the Empire—

"They deem it their duty to place on record their view that any such readjustment, while thoroughly preserving all existing powers of self-government and complete control of domestic affairs, should be based upon a full recognition of the Dominions as autonomous nations of an Imperial Commonwealth, and of India as an important portion of the same; should recognize the right of the Dominions and India to an adequate voice in foreign policy and in foreign relations, and should provide effective arrangements for continuous consultation in all important matters of common Imperial concern, and for such necessary concerted action, founded on consultation, as the several governments may determine."

General Smuts said—

"If this resolution is passed, then one possible solution is negatived, and that is the Federal solution. The idea of a future Imperial parliament and a future Imperial executive is negatived by implication by the terms of this resolution."

And the resolution was unanimously adopted. Whatever the conference may recommend, we may be sure it will not go beyond the bounds set by the resolution of 1917.

ANGLO-AMERICAN FRIENDSHIP.

The subject of Anglo-American relations came up in the United States senate last week, in a discussion on the navy appropriation bill. Senator Lenroot of Wisconsin opposed as excessive the appropriation of \$500,000,000, which was championed by Senator Poincaré of Washington, acting chairman of the committee on naval affairs, and declared himself as in favor of the United States being the world's second naval power, Great Britain being first. "I see no reason," he said, "why the United States should attempt to outstrip Great Britain." Thereupon Senator Poincaré interjected: "The senator thinks we ought to take our hats off every time we meet Great Britain, and bow." He added, however, that he did not want any rivalry with Great Britain, and was sure the United States was not going to have any trouble with that country. He did not want the United States to be the first naval power, but to have a navy equal to that of any other nation. Senator Lenroot replied that there was very little prospect of entering into an agreement for disarmament if the United States as a condition insisted upon becoming the first naval power of the world. Great Britain might not object, but said Senator Lenroot: "I want to say right here, Mr. President, that we might as well frankly state this one fact, that if the English-speaking peoples of the world shall at any time in the future engage in war with each other, civilization will be gone, and it will make very little difference what happens afterwards."

The speaker went on to point out that Great Britain, owing to the vast extent of her possessions, needed a larger navy than the United States, and that the fact should be recognized. Senator Williams endorsed this view, pointing out that even in a war in which she was not a participant a situation might arise which would mean the starving of England, and she must therefore be prepared to protect the sea routes that made possible the feeding of her people. Senator Poincaré argued that if Britain or Japan had a strong navy and the United States a weak one the former would assert their rights in an offensive way—not that this was their policy, but it inevitably followed where a strong power was dealing with a weak one. "We do it ourselves," he declared, "and until you bring about an agreement between the powers for a limitation of armaments the only way you can preserve peace is for the United States to be in a position where it can command respect and enforce justice throughout the world."

This "Big Stick" policy appears to have the approval of the majority of the senators, as Senator Lenroot's amendment to reduce the appropriation for the construction of airplane carriers from \$50,000,000 to \$37,000,000 was defeated by a vote of thirty to twenty. It is worth noting, however, that President Harding is said to have sent out feelers to ascertain whether it would be possible to bring about an agreement of limitation of armaments.

conference to provide means for a limitation of armaments; and the senate has already gone on record by asking the president to invite Great Britain and Japan to join the United States in a conference for the purpose of restricting naval construction by mutual agreement. The president is also reported to have in mind a new association of nations which would include the United States, and would be a development of the present Allied Supreme Council. The whole tenor of the news from Washington indicates a desire to find a way to get an association of nations that would meet with the approval of congress and the people of the United States. The people would probably accept the League of Nations, but congress is not yet persuaded. In the meantime it is made clear that those who would create ill-feeling between the United States and Britain have no formidable following in congress or the country.

A fine illustration of international good-will was given last week when the Prince of Wales and the American Admiral Sims together received the honorary degree of doctor of laws at Cambridge. At a luncheon the Prince and the Admiral both dwelt on the need of Anglo-American friendship as the one thing that could save world-civilization. Admiral Sims said the co-operation of the Allies was as necessary in peace as it had been during the war. He advocated a better understanding between England and America, by an exchange of ideas, and praised the work of the Sulgrave Institute. Mr. Glover, the public orator of the occasion, when presenting Admiral Sims to receive his degree, referred to Anglo-American unity in the war, and said: "We accept it as an omen and prophecy of a happier age."

Only the day before, at the Waldorf in New York, eleven hundred Rotarians en route to the International Convention in Edinburgh, which has as its chief purpose the promotion of international good-will, received a message from President Harding, himself a Rotarian, and heard a stirring address from Bishop Manning, who described the purpose of the delegates as "a splendid mission." We may well conclude with the words of the president and the bishop. The farewell to the delegates, says the New York Times, was devoted almost entirely to emphasizing the unusual opportunity for promoting unity among English-speaking peoples that lies in what is said to be the largest pilgrimage of American business men to British soil.

"It seems to me there is opportunity for very great service in the cause of good international relations in your visit to Europe at this time," wrote President Harding. "Very many, probably the large majority of the delegation, will in a way be making a visit to the old home land, for a very great proportion of our people are derived from the Anglo-Saxon stock of the mother country. It cannot but be altogether desirable that the people of the great English-speaking countries shall establish more and more intimate social relations and constantly improve their understanding of each other. As your splendid delegation of representative Americans goes away on this mission of unity and international good-will, I want every one of you to know how earnestly I hope for good and helpful results from your visit to the United Kingdom. I know the world will do credit to our country and am sure it will make for that fuller understanding which all the world so greatly needs now."

Bishop Manning in his speech asked the delegates to take this message to their British friends—

"Tell them that because you are true Americans you do not forget, nor intend to forget, the debt we owe to the great British navy and the indomitable armies of all our English-speaking allies who stood between us and the enemy in the perilous times of war. We know who stood for our cause and we intend to stand in loyal friendship with those who stood by us for our cause. We may be a care-free, headless people, but tell them we do not intend to permit any individual or group to tell others that we shall not carry and display on all suitable occasions the flags of those nations that fought with us in the war. Tell them, in conclusion, that we Americans desire peace with all the world, and because we wish this we seek to cement the loyal friendship existing between us and Great Britain and all our English-speaking allies."

Unofficial correspondence sent out from government headquarters at Ottawa indicates that the request of the delegation from the maritime provinces is to be negatived. The press of the upper provinces appears to be entirely unsympathetic. If the formal government answer is no more comforting, the formation of a maritime province party would seem to loom up in the not distant future. If the pledges of confederation are not to be kept, these provinces must reconsider the whole national situation.

Premier Meighen goes to the Imperial Conference as a representative of a government. He has not yet received the endorsement of the people, and therefore can hardly be said to represent them. If the general elections had been held before his departure he would probably have stood at home.

English troops are in Ireland and Irish troops are in Sicily. Could there be a better illustration of the differences of opinion among British statesmen?

THE WOODLAND POOL.

(Rev. George Scott.)
I know a quiet woodland pool,
Only the vireos beside
Drooping in its fragrant catkins,
Or bathe in its pellucid tide.

There many a shy white violet,
With orchid fair and lily blue,
Amid the soft green moss is set,
Where sparkling foot can seldom come.

Only the squirrel may invade
The secrets of that calm retreat,
Or romp in its monastic shade,
Or ply its quest with nimble feet.

So jealously the maple trees
Weave far above a leafy screen
To guard its fragrant catkins,
That scarce the sun may peep between.

And vagrant breeze has never stirred
The secrets of that calm retreat,
Only the crooning of a bird,
To soothe the vigil of its nest.

The hazels throw their tangled shade
Where, mid the brackets cool and sweet,
Sky creatures wander unafraid,
And fairies may with fairies meet.

I know a quiet woodland pool,
Only the vireos beside,
Re-echo in the spaces cool,
And through the rustle of leafy floats.

LIGHTER VEIN.

Parting of the Parts.
You never realize how many parts an auto has until it hits a telegraph pole.

Her Faux Pas.
Mrs. Wigwag—"O, I saw the most stunning military display today. I quite lost my head over it."

Mr. Wigwag—"Well, having lost your head, of course you have no use for a new hat."

Overdoing It.
Jones—"You say she is proud?"

Bones—"Proud? Why, that woman wouldn't read a serial story because she'd have to buy it on the installment plan."

Adds Touch of Realism.
Customer—"Why don't you drive that cat away from the table, waiter?"

Waiter—"Well, you see, sir, stewed rabbit is on today, and the gub'nor says it gives the customers more confidence, like, to have the cat well in evidence on these days—Pearson's Weekly."

Financially Educated.
"What did you dream at school?"

"Well, sir, I can ask for money in such a way that it seems like an honor to give it to him."—Virginia Reel.

Logic.
When Johnny broke his rocking horse
In angry words his mother spoke;
But Johnny's argument had force:
"What a good's a horse unless it's broke?"

Going Up.
She—"You used to say that Mary was such a sweet, pensive little girl."

He—"Well, she soon got over that; you might say that she became expensive."—The Pitt Panther.

LOCAL NEWS.

J. M. Woodman, the general superintendent of the New Brunswick and Maine Division for the C.P.R., left last evening for Montreal.

Richard Ryder, teamster, of 37 Magazine street, was struck by an automobile while crossing Mill street yesterday afternoon. He received a severe cut on the head and it is feared that internal injuries may also have resulted. An X-ray photograph was taken at the General Hospital.

The fire department was called out about 3 o'clock yesterday afternoon by a still alarm to extinguish a fire in the roof of Campbell & Fowler's ice factory, City Road. The blaze was extinguished without much difficulty, although one stream had to be played on it for a time, and a certain amount of cutting was necessary to get at the seat of the trouble.

The Canadian gun-bust Canada, which during the war was in this port on many occasions and which is well known to St. John people, may be given by the government to the Navy League for use as a training ship for members of the Boy's Naval Brigade and other lads. The craft has been offered to the league for this Ethel Barrymore in the role as a treasurer of the expense of maintenance for which provision has not yet been made.

An old watch brought to the city in 1823 by Robert Ritchie, grandfather of R. S. Ritchie, was presented to the Natural History Society by Mr. Ritchie. It forms a striking contrast to the watches of today, and if properly cared for will still keep good time. An old bronze statue entirely of wood which evidently saw much service in pioneer days, is another gift which has been made to the society by A. S. Smith, boiler-maker and merchant of St. David street. Mr. Smith thinks the brace was made by his father, John Black Hall Smith, who brought it to St. John in 1808.

DR. CLARK ON THE RAILWAY PROBLEM.

Outlines Contributing Factors in Address at Portage la Prairie.

Reduce Private Cars and Passes, His Advice—Thinks Extension Should be Suspended for Present—Question of Revaluation.

Winnipeg, June 7.—The problems of Canadian railways were discussed here today by Dr. Michael Clark, M. P., Red Deer, Alta., who is on his way home from Ottawa.

Increase business and the stopping of "leakages" were set out by Dr. Clark as the important immediate objectives, and he said the railways would prosper in the "increased wealth and prosperity" which would be brought about by "a freer trade and a moderate taxation of land values."

In his interview Dr. Clark declared: "There is no royal road to the betterment of our railway situation. Conditions cannot be met by the waving of a magic wand. The railway problem is part of the national problem, and can only be solved by steady adherence to these fundamental business qualities which invariably lead to success in any field of human endeavor. There is a demand, in the first place, on our country, but many shrewd observers are looking for its increase here also."

"A condition of more or less general prevalence is the increase of motor traffic. At the end of the parliamentary session in Britain, a large number of members of both houses of parliament, with their retinues, used to swell the ranks of the railways. Now it is quite commonly the case that these gentlemen motor from London to their shooting boxes in the provinces, and use the railways for the purpose of getting to the shooting boxes. Similarly, in our western provinces, to my knowledge, commercial travellers are saving time and reducing the cost of living by substituting automobiles for the train. Motor traction applied to freight is not so general here as it is becoming in the old country, but many shrewd observers are looking for its increase here also."

"Prohibition has adversely affected the income of railways. People who relieved the burden of long journeys by a glass of wine at dinner, supplied by the railway companies, now carry the money to the end of the journey to help to pay their water rates. This may be bad or good, just as we look at things. But the fact is there, and must be faced. If we cease to make better, fueller, less will be grown and less will be carried."

"A potent cause of present disaster is to be found in the inflation of wages and running expenses during the war period. Time will bring some readjustments in these matters, but these readjustments must be brought about carefully."

"Increase of immigration has been advocated as a help to the railways by Mr. Beatty, the able and popular president of the Canadian Pacific railway. Free trade in labor easily commends itself to captains of industry for obvious reasons, and it may be readily conceded that the influx of new population, but there are considerations which should modify our enthusiasm along this line just at this time. Rapid increase of immigration at the end of the war has been to keep people on the land when placed there. They have been leaving the farm for the city, in many cases leaving the city for the farm. Emigrants of the most desirable class and in the most satisfactory numbers will be best obtained if they are attracted and encouraged to come. It has been truly said that the best immigration agent is a successful settler. The primary requisite is to make farming a remunerative occupation. This can only be done if we lessen the farmer's expenses and increase his markets."

These changes can only be brought about by federal action in fields other than immigration policy. At best, increase of population is a very gradual and slow cure for a very real and serious ailment. What can be done at once along certain lines would bring immediate betterment in the condition. In the first place, management can be improved so as to save money, which is as good as making it. It is freely rumored that the Canadian Pacific railway is carrying out a campaign of economy in the use of fuel, and that the railway is carrying little but dead-weights. This may or may not be an exaggerated statement. We do know that special cars and passes to our legislators, federal and provincial, and their families and their retinues, are a heavy burden on the railway income. The duty of the management is clear. A bankrupt concern ought not to be, and ought not to be, a charitable institution. With the exception of servants of the road, all passes should be cut out and special cars reduced to a minimum. If firm action were taken along this line the management would be in a better position to deal with leakages of a greater nature. One would hesitate to mention these, if the Canadian Railroaders, an organ of labor, had not plainly stated that serious pilferages are going on. These statements have been repeated in parliament. One member went so far as to assert that freight had been shipped and disappeared in its entirety before the point of destination was reached. This is a blot on the national character as well as an insuperable obstacle to railway success. Every servant and every citizen should aid the management in putting an end to this state of affairs. Under the head of leakage, it may be added, in a sentence, that all railway extensions should be suspended for the time being.

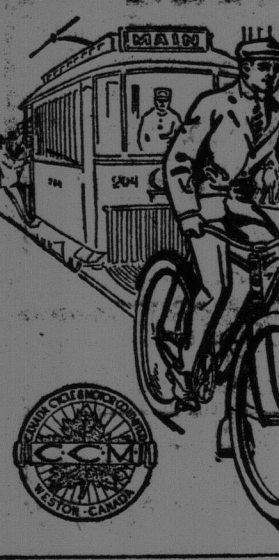
"The stoppage of leakages is not enough. Income must be increased, and here manifestly the welfare of the railway is only a branch of the welfare of the nation. And at this point an important position can be occupied. There are two great obstacles to what might be the absolutely unparalleled progress of Canada: One is the restraint of trade by antiquated methods of taxation. Our development and production can only be fostered to the utmost by the gradual removal of artificial obstacles to trade. To even a comparatively limited population we could build up a practically unlimited foreign and internal trade by the simple process of removing obstacles, such as our resources, the greatest heritage ever devalued to a young people. The other great obstacle to our development is so-

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who gave their lives for her—a citizen from parliament down to men and women who will resolutely set themselves to merge their own interests completely in the national interests. Canada is worth living for. And if we work incessantly for her in a spirit of unselfishness and devotion to the public good, she will rapidly become incomparably the country which is best worth living in."

AIRMEN TO PAY HONORS TO GIRL KILLED IN FALL

New York, June 7.—Full honors paid to aviators who die in action will be accorded Miss Laura Brownell, famous Sunday afternoon. The entire aviation cadet corps of the New York police department, of which Miss Brownell was a captain will escort her body to the railroad station where relatives will take it back home for burial. Two planes of the same department will circle overhead, strewing the cortege with flowers. Experts advance the theory that Miss Brownell's fatal fall was due to her inability to reach either the hand or foot control levers when the seat cushion fell out of the machine while it was tipped upside down. She was but five feet, two inches in height and needed the cushion to maintain a firm grip on the controls.

DECIDES AGAINST TWO SECTIONS OF LIQUOR ACT

Regina, Sask., June 7.—In a judgment yesterday, the Saskatchewan court of appeal holds two sections of the Saskatchewan temperance act as ultra vires of the provincial legislature, thus holding the decision of the police magistrate.

The sections are 11 and 12 which have to do with reports from liquor houses on business done. One calls for a statement on stock on the day the act became operative and the second for a weekly return showing amounts sold, with other details, during each period.

SAVED WOOD AT 101.

London, June 7.—E. Russell, who has just died, celebrated his 101st birthday by saving wood, which, he said, helped to keep him "young." He was three times married, and leaves nearly 30 living descendants.

A NEW MAGNET.

London, June 7.—A new invention, declared to be the greatest electrical device discovered since wireless telephony, has just been brought here by two Swedish scientists, Alfred Johnson and Knud Rehner. It causes a very weak electrical current to hold together a piece of scale or slate and a piece of metal.

BIG SEIZURE OF DRUG AND WINE ON STEAMSHIP

New York, June 7.—Crude opium valued at more than \$200,000, buried deep under coal in the bunkers of the steamer Woodchuck, was seized yesterday by port officials. One thousand bottles of rice wine, similarly concealed, also were taken.

The ship's doctor claimed 108 bottles of the wine, and demanded an inventory for them. One of the Chinese sailors claimed several other bottles but no one claimed the drugs.

DIES AS SHE WATCHES THE SUN GO DOWN AT NIAGARA ON THE LAKE

St. Catharines, Ont., June 7.—While seated in a motor car on the commons at Niagara on the Lake, Mrs. E. A. Cruikshanks, wife of Brig-Gen. Cruikshanks, Ottawa, died suddenly on Sunday night while watching the sunset. She was born in New York state. Mrs. Cruikshanks was in Toronto attending the meeting of the National Chapter of the E. O. D. E. and had gone to Old Niagara to spend the week-end, and to attend the meeting of the Ontario Historical Society, of which her husband is the president.

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