

The Evening Times and Star

ST. JOHN, N. B., SEPT. 26, 1919.

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 2457. 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.

EVERY WOMAN, MARRIED OR SINGLE, WHO HAS ATTAINED THE AGE OF TWENTY-ONE YEARS, IS A BRITISH SUBJECT, AND HAS BEEN A RESIDENT OF THE CITY OF ST. JOHN FOR SIX MONTHS. SHOULD GET HER NAME ON THE VOTERS' LIST BEFORE OCT. 5. IT IS A DUTY, AS WELL AS A RIGHT.

WHERE DOES ST. JOHN FIT IN?

The assurance given by Mr. D. B. Hanna that a large amount of freight will go through the port of St. John is all right as far as it goes, but what the citizens desire to know is whether St. John is to get all the freight its geographical position entitles it to, and if not—why? This is the real question, and those in authority must not be permitted to get away from it. The completion of the Valley Railway places the port of St. John in the premier position in regard to traffic over the transcontinental line with which it is connected. That position cannot be challenged. If until the McMillen branch is brought up to the transcontinental standard and the river at Fredericton bridged for heavy traffic, the port cannot reap the full benefit of its position—what are the plans of the government railway authorities in that regard? Is the work to be rushed and are additional terminal facilities to be provided at St. John at the earliest possible moment? The government must have plans regarding ocean ports for the G. N. R. What are they? How does St. John fit into the scheme? It is a matter of national importance and there is no occasion for secrecy. St. John asks nothing more than that to which it is entitled. Its claims are not sectional. Nature settled the question of its relative importance as a Canadian seaport. All the government has to do is to take advantage of the opportunity to use the port nearest the heart of the country for winter ocean traffic. The citizens have a right to ask seriously about the government's intentions, and to insist upon a reply which gives reasons. There have been too many promises and evasions. The time has come to lay the cards on the table.

LEND A HAND.

By comparison with other cities St. John is not making sufficient material progress. There is not that growth of industry and commerce which should mark a city having so favorable a situation. There is too much complaint and too little effort to remove the causes of complaint. Nothing is so much needed as a revival of confidence and energy, and a get-together movement to discover ways and means of improving the civic outlook. There is money in St. John, and surely there are as good opportunities for investment as are found in other cities. The city does not make the people, but the people make the city. As they are confident and enterprising, or despondent and fault-finding, so will the city be. It is for them to make or mar. The current problems of streets and housing should be approached with the confidence of men who expect St. John to have a future, and who are not afraid to go ahead. Confidence begets confidence. If everybody gets the belief that the city is going ahead the fact of progress. If the Rotary Club can start a movement that will arouse in the people new confidence and energy and a desire to work together for the city's welfare, it will have accomplished a most valuable work, of far-reaching effect.

A WELCOME ANNOUNCEMENT

The welcome announcement is made that tenders are to be invited for the construction of four detached and four semi-detached houses under the federal housing scheme. These will provide homes for twelve families. The houses are to be built in West St. John, and the cost will be about \$8,600 for each dwelling. This, it is estimated, will call for a monthly payment of about twenty-five dollars. While it is true that those most in need of better housing are people who cannot pay even twenty dollars per month, yet every additional house erected will improve the general situation. Commissioner Bullock hopes it will also be possible to arrange for the erection of houses on Alexandra Heights, and at the foot of St. James street and near Gilbert's Lane. The erection of the first group, wherever they are located, will stimulate the desire of a larger number of people to take advantage of the opportunity to secure a home on easy terms of payment. Nothing could stimulate more effectively to real thrift than the ownership of a home and the desire to free it as quickly as possible from debt. Every new house occupied releases a tenement for somebody else, and so the problem of getting enough accommodation for all will gradually be solved. The present movement, however, does not meet the need of the family which cannot afford to pay twenty-five dollars per month, and that is a problem which must be taken up sooner or later and a solution found. Meanwhile the citizens will welcome any action taken that will ensure a degree of relief to the homeless. There are many people who want rooms or flats for the winter and are at their wit's end. One such family of two persons, the husband a mechanic,

were recently asked ten dollars per week for two rooms which were neither very large nor attractive. The last issue of the Canadian Municipal Journal says: "The Imperial government recently passed through parliament a housing and town-planning act which in practice obliges each and every municipality in the country to provide a house for every family requiring one."

Pointing out that local authorities in Canada are slow to take up the question seriously, the Municipal Journal adds: "In Montreal district, because of a shortage of good houses rentals have increased from 80 to 75 per cent within the last three years, and other cities and towns are proportionately as badly off. The effect of this shortage is that many families are either compelled to pay in rent a larger proportion of their income than they can afford to live in comfortable rooms which, to say the least, are not conducive to health. And this in a community of vast areas. In other words, because of the shortage of dwellings the citizens of our cities and towns are today in the hands of the most pernicious and profiteering system in Canada—landlordism. This being so it is surely the duty of the local authorities to remedy the evil wherever possible, but that requires a number of councils are already acting in the matter in a way that cannot help but be of benefit to their respective communities, there are many councils still under the impression that the question of housing is outside their jurisdiction. Town planning and housing are, or should be, just as much a part of local administration as the care of the streets."

The Winnipeg Electric Railway Company is charged with inflating its capital to the extent of \$8,000,000, issuing \$2,000,000 of bonds of which no record can be found, and cutting a melon in 1912 to the tune of \$3,400,000. The charges are made as a result of an investigation by chartered accountants, and at a time when the company is asking for authority to increase its rates. All this has a somewhat familiar sound to St. John people. They have heard of such things before.

The Toronto city council has decided to memorialize the federal and provincial governments to prevent profiteering in rents. The Canadian Municipal Journal describes landlordism as "the most pernicious and profiteering system in Canada." These are strong words. But there are landlords and landlords. Some of them are, far from being profiteers. What the governments should do is to make profiteering as nearly impossible as legislation can make it.

Toronto Globe: Mr. Kelly-Evans says he favors the sale of ardent spirits because the medical profession had endorsed its value during the influenza epidemic. If he will make inquiries he will find that the medical profession as a body took the other view. Some of the patients had a good deal more faith in it than the doctors.

Ottawa Journal—Canadian packers compete with United States packers in England and even in the United States itself, and if they are able, to so compete, why should they be permitted to take an extra profit out of the pockets of their own people?

The great railroad strike in England is expected to take effect tonight at midnight. Earlier advances seemed to fore-shadow an agreement, but the negotiations failed.

Another attempt is to be made to settle the Irish question. Premier Lloyd George has settled many things, but none so surrounded by difficulties as that of Ireland and its irreconcilable factions.

Premier Clemenceau of France pays a noble tribute to Canada, Australia and New Zealand for their part in the great war.

When the women of St. John realize that their votes will speak with authority on the question of prohibition they will be the more eager to register.

Premier Clemenceau celebrated his seventy-eighth birthday by a two hours speech in the French Chamber. He is a wonderful old man.

WHERE PROHIBITION HELPS.

(Halifax Echo.) Boston is congratulating itself that the prohibitory law was in effect before the "strike" of the police force. Staggered by the looting and rioting which went on for two days before the soldiers and the citizens restored order, the proud old city has comforted itself by picturing how infinitely worse things might have been had saloons been running full blast at that time. There are a number of sides to this matter of prohibition to be considered, and this is one of them in these days of off-occurring strikes. Had these conditions prevailed in saloon days there had been much more bloodshed and real crime.

Oh, Man! He—Then you consider woman more intelligent than man? Miss Forward—Decidedly! Man hasn't even intelligence enough to recognize his inferiority.—Boston Transcript.



(Copyright by George Matthew Adams.)

HALCYON DAYS.

The happy days of war are gone, and peace's frightfulness is here, when we assemble on the lawn and cuss the dog-damned profiteers. In war we struck for noble things, to undermine the tyrant's sway, to overturn the thrones of kings, and now we strike for higher pay. In war we loathed the foreign foe, and chased him on his cheap John shore, and now, alas, as all men know, we loathe the man who lives next door. In war we all united were, we had one purpose and one end, but now we fill the air with fur, the fur of neighbor and of friend. I look back on the days of war, that bitter war of four long years, and wonder what we stopped it for, to usher in the profiteers. Far better on the field to die, with fame and glory as your bed, than starve for lack of coin to buy your share of angel cake and bread. Far better meet a stalwart foe and perish with his banner flies, than have a hoarder lay you low, with tricks a soldier would despise. We clamored for the boon of peace throughout the long and bloody fray, and now we yell for the police to take the blamed old boon away.

CANADA—EAST AND WEST

Dominion Happenings of Other Days

THE PRESBYTERIAN

A leader of Presbyterianism in Canada is the Rev. Dr. Robert Campbell, who has recently been elected Moderator of the Montreal Presbytery. He was born on June 21, 1865, in Lanark County, Ontario. His long career has been marked by every distinction that his church could confer upon him; he is the oldest living graduate of Queen's University, Kingston. Although such a veteran he is well and strong, and a year ago astonished his younger colleagues in the Presbyterian ministry by going to a northern Ontario mission for a part of the summer. Then he toiled like a pioneer preacher. Montreal, when he came to it, was a comparatively small city. There were no skyscrapers or any of the modern conveniences. His church was the old St. Gabriel's, where he ministered for many years, but it was sold later and the congregation merged with another. This was due to the changing character of the downtown section where his place of worship was located. For many years he was clerk of the General Assembly, where his wealth of information regarding the church in Canada and elsewhere was the guide of the deliberations. As a "light" he is recognized as an ardent Presbyterian and anything that tends to lessen respect for the truth he holds is fought fearlessly and wholeheartedly by the veteran pastor. In Montreal he is regarded as one of the greatest church leaders of all the denominations. His new honor is merely another recognition of his worth and work for the faith he loves and serves steadily.

THE SHADOW COAST.

(Gordon M. Hillman, in Saturday Evening Post.) Down the coast to Capetown when the wind is in the sky, When the sun is pale to westward and the combers, And the sea is spotted purple, flamed by spots of red. The skyline of the Shadow Coast looms up from the clouds ahead. Black against the smoky sky, palms and hills and turfs, Dim rivers, beaches and sand bars, white with crashing surf, A mountain top to the eastward, cloud-draped from its crest, Spotted with shadows and sunshine from pale light in the west.

Down the coast to Capetown when the sun is pale to westward, When the snapping sheets join in a twanging Lascar tune, When the sea is spotted purple and the wind is blowing cold, The dusky map of the Shadow Coast is fitfully unrolled.

Headlands and savannas, framed black against the sky, Bush and beach and mountain ranges far away, But when the purple leaves the sea, and clouds are dark with red, The mirage of the Shadow Coast fades from the miles ahead.

LIGHTER VEIN.

Physician—Do you ever have any trouble with your stomach? Patient—Yes, doctor, getting it comfortably full.

In An Art Gallery, 1950. "What is that picture the men are crowding around so closely?" "It's a realistic painting of a beer keg on tap."—Dallas Journal.

On the Steamship. Wife—What would you do if I fell overboard? Husband—Probably lose my head completely and throw you a life preserver.—Washington Star.

Not Guilty. C. O. (to prisoner) You are charged with doing bodily harm to Corp. Muggins by throwing a bayonet at him. What have you to say? Prisoner—Let guilty, sir. I—I missed him.—London Opinion.

Good Hearing. Tom—Are you deaf to my pleading? Eva—I am. Tom—But what if I were to offer you a diamond ring? Eva—O, I'm not stone deaf.—Success.

Rather Large Order. "You could deal directly with you, as consumer, could deal directly with you, as producer, the middleman's profits would be eliminated," said the woman to the farmer, as reported in Browning's Magazine.

"Wal, I dunno how your appetite is, ma'am, but I don't believe you'd sign a bunch of orchids. Please hand it to the soubrette when she makes her bow on the screen. Here's a picture of a dime for you."

The Cause. First Autoist—I was out in my new auto today and got arrested. Second Autoist—Exceeding the speed limit, eh? First Autoist—No, the blame thing wouldn't hardly go at all. I was arrested for blocking the traffic.—Ex.

Pictures. The Usher—What's this? The Spectator—It's a photograph of a bunch of orchids. Please hand it to the soubrette when she makes her bow on the screen. Here's a picture of a dime for you.

A CRASH IN OCEAN RATES.

(Mail and Empire, Toronto.)

Prophecies are being made in some maritime circles that before many months there will be a crash in ocean freight rates. According to a recent compilation by Lloyd's, there are in commission about 2,000,000 gross tons of steamers more than before the war. That is, the loss sustained during the war has been made up, and an excess of 2,000,000 tons provided. The tonnage building is another ten million tons, and as this begins to seek cargoes, the effect on rates will be very noticeable. Already in the trans-Atlantic trade space is becoming rather easily obtainable at times. For a long period cargoes went steadily in the trans-Atlantic trade space, but even now eastward cargoes are not in excess of the ordinary shipping supply. When the cargo movement comes, a lightening up is likely, but exchange difficulties are operating so effectively now to reduce European purchases that even this excess of cargo may not have the expected effect. A further cheapening of ocean freight rates will signify that the worst phase of redistribution of world products has been passed. It will mean that, while there may be scarcity and shortages in particular places, at some times, yet the trade of the world will be steadily in fairly good equilibrium. Tremendous trade activity is generally predicted for several years, because the suspension of so much construction and shipping in every line, and the international competition very much keener.

A WRECK MYSTERY.

(N. Y. Times.)

Other statistics show the Valbanera have sailed from one port and never reached another. Some of them have gone down with all on board, and a few have been rescued, but a fate never known—sunk without trace," as the phrase-makers? German advised that ships should be sunk. Yet the loss of the Spanish vessel has its unique features.

She was in much-traversed waters, and what could not have been seen, minutes before her foundering, she was in communication by wireless with both Cuban and American stations. Yet she did not report herself in any special danger. Suddenly her signals ceased, and not until she was found lying in the forty feet of water near the Rebecca Shells had she been more than "missing."

The absence not only of any survivors, but of any wreckage or dead, hints that an almost instant submergence such as the storm itself hardly could have caused. The divers do not report serious damage as evident in their hasty and imperfect examination. It is impossible that the whole of the crew were below decks when the end came, though presumably all of the passengers were while wind and waves were so high.

The mystery should not be left unresolved if it can be traced up for there is a heavy responsibility to be fixed—or removed.

OUR PROSPEROUS NEIGHBOR.

The following is an extract from the annual report of E. M. Blandings, secretary of the Maine State Board of Trade: "Maine has been blessed with a season helpful to the husbandman and crop prospects are encouraging. Mills are running on full time and workmen are generally steadily employed at remunerative wages. Shipbuilding once again ranks as a leading Maine industry and many fine sailing vessels are entering the water from the shipyards all along the coast from York county to Passamaquoddy Bay. Lumber prices continue high and there promises to be a fair cut of logs in the Maine woods during the coming winter, although many of the big pulp and paper plants have a considerable quantity of pulpwood already in stock. The fruit crop is bountiful and the sweet corn harvest the best for years. Bright skies and genial sunshine have contributed to making the summer ideal for resorts, both seashore and inland, and with the advent of autumn the lure of big game will draw sportsmen to Maine's northland. The high cost of building material and labor has not been without its effect in building lines, yet there is a considerable amount of new construction, especially in Bath and several other cities, while there has been a large volume of repair work."

TO CONTINUE WORK.

(Montreal Star.)

The Red Triangle Hut will continue activities in behalf of the returned soldiers until the end of the present year and probably until the spring. Such was the decision reached at the conference of Quebec branch of the Y. M. C. A., which opened at Highgate Springs on

You Can Line Your Own Stove

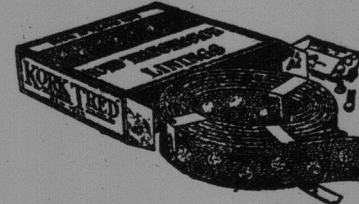
With

FOLEY'S PREPARED FIRECLAY

To be had of W. H. Thorne & Co., Ltd., Market Sq., T. McAvity & Sons, Ltd., King St.; J. E. Wilson, Ltd., Sydney St.; Emerson & Fisher, Ltd., G. Main St.; Geo. W. Morrell, Haymarket Sq.; J. M. Logan, Haymarket Sq.; C. H. Ritchie, 320 Main St.; Quinn & Co., 412 Main St.

Kork-Tread Transmission Lining for Fords

"It Stops the Slip."



The only cork-insert lining containing the Lubrication Oil Cup Feature. Gives a velvet grip and a bulldog hold. Permits your car to glide to a quick, smooth stop. Besides, Kork-Tread saves you money, because one set will outwear four sets of ordinary lining.

Cut Ready for Use—Set of Three, \$4.00

Automobile Supplies of All Kinds in Stock

Phone M. 2540 **McAVITY'S** 11-17 King St.

Beaver Board In Every Building

With Beaver Board the cold stone, concrete, brick or plastered wall can be changed without mud or litter into a room, decidedly attractive, yet in perfect keeping with the character of the building.

Beaver Board

Panel Sizes, 32 and 48 inches wide 6, 7, 8, 9 and 10 feet long

Beaver Board is made of selected spruce fibre throughout, chemically treated for strength and durability. The only wall board to be moisture and weather-proofed front and back by the Sealte process.

Emerson & Fisher Ltd.

Benjamin 92 Two-Way Plug

THE convenience of an additional outlet, enabling you to use extension lights when and where you want them, is readily possible by the use of this handy little device. Merely screw it into any ordinary socket—just as you'd change a lamp—and the desired result is obtained. Equally good for a portable lamp or heating devices.

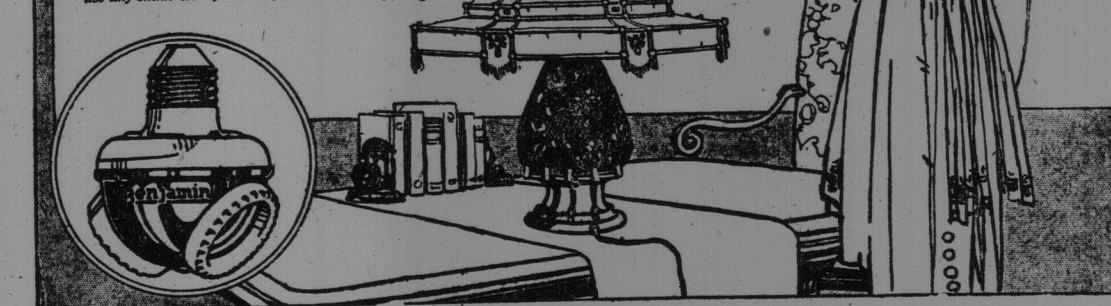
At Your Dealers \$1.25 Each 3 for \$3.50

Other Benjamin Products:

Electrical Wiring Devices Electric Lighting Specialties Marine Lighting and Signaling Apparatus Store and Office Lighting Fixtures Sheet Metal Drawings, Stampings and Spinnings Industrial Signals Industrial Lighting Fixtures and Reflectors

Benjamin Electric Mfg. Co. of Canada, Limited 11-17 Charlotte Street, Toronto, Ontario

Benjamin No. 92 Two-Way Plug makes it easy to use any shade with your Benjamin Two-Way Plug



Saturday. Sixty delegates from Montreal and numbers from other parts of the province were present. The conference was the first to be held since 1914. Dr. F. D. Adams, acting principal of McGill, presided.

Royal Crown Derby and Spode China

Elite Cut Glass

For Wedding Gifts

W. H. HAYWARD CO., LIMITED

85-93 Princess Street

BETTER BREAD AND MORE TO THE BARREL

FOR MILL-TO-CONSUMER PRICES

For St. John City Only. Out-of-Town Housewives Ask Your Dealers

FOWLER MILLING CO., LTD.

St. John West

Auto Insurance

Fire, Theft, Transportation, Liability, Property

Damage and Collision at Lowest Rates.

Attractive Proposition to Agents.

C. E. L. Jarvis & Son

Phone Main 130. 74 Prince William St.

Always glad to have you write for further particulars of our fine selection of Wedding and Presentation Silver.

Birks quality is just as readily noticed in the low-priced article as it is in some of those elaborate creations which are found in our show rooms.

In other words, our prices are a matter for your personal decision, but our quality is a standard which is unsurpassed.

Birks

Goldsmiths, Silversmiths, Diamond Merchants

MONTREAL