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THE EVENING TIMES AND STAR, ST. JOHN, N. B., THURSDAY, FEBRUARY 19, 1920

## The Evening Times and Star

ST. JOHN, N. B., FEBRUARY 19, 1920

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### HARBOR COMMISSION.

St. John wants two things without delay. One is the extension of the breakwater to Partridge Island and the other is the provision of terminals for the Canadian National Railways. The former has been promised by the government as a necessary protection for the harbor, and the latter is essential to the successful operation of the government's railway and steamship lines in winter, and to the policy of conducting Canadian trade through Canadian channels.

Neither of these necessary works has anything whatever to do with harbor commission. The government must finish the breakwater and it must provide wharves and other terminals for its railway and steamship lines at this national port as well as at Halifax. Halifax was not asked to put its harbor in commission before the government decided to spend many millions for government railway terminals there, and St. John is in exactly the same position—terminals are needed for the government.

All the work that is needed, therefore, may be secured without adopting the harbor commission act, and that act would throw upon the trade of the port the burden which in the case of Halifax is borne by the whole country. And yet there are those who gravely assert that this act and this burden are what we want—and accuse those who oppose them of "playing politics."

It may be desirable at some future time to have a commission to study the harbor, but not until the city is given a square deal. Some of the small number of the Board of Trade yesterday seem to believe the present government will agree to amend the present act. They are dreaming. This province has no representative in the government. Mr. Balfour's attitude is well known. Mr. Wignome told yesterday's meeting that while he would take amendments to Ottawa he had little hope of having them accepted. And without radical amendments the people of St. John will never accept the present act.

Why go on fiddling? Time is an essential element in the case. We will not be able to get the government to amend the commission act, but it knows the breakwater must be finished and may easily be convinced of the need of providing terminals here at once for its railways and steamships, as the evidence has been accumulating all winter. Time wasted in harbor commission talks will simply delay action, and the merits will go by without having the merits of the case for harbor improvement pressed upon parliament and the country. Harbor commission should be dropped until some government is willing to offer an agreement that would be satisfactory, and in the meantime all the energy of the city should be devoted to the task of getting the breakwater completed and terminals provided for the Canadian National Railways. This is the real task. Why waste time over that which is non-essential?

### A GREAT INDUSTRY.

Some astounding figures concerning the use of motor vehicles in the United States were given in a recent statement by Mr. Alfred Rogers, general manager of the National Automobile Chamber of Commerce. The very name of this organization suggests the important place the automobile holds in trade and transportation. In the year 1919 there were approximately 7,000,000 motor vehicles registered in the United States. The states of Iowa and Nebraska led with one car for every six and a half of the population. The revenue derived by all the states from license fees amounted to \$65,000,000. It is worthy of note that the farmers are the largest users of motor trucks, owning 10 per cent more than manufacturers and 15 per cent more than retailers. There was one motor car registered last year for every fifteen or sixteen persons in the United States. The total number of motor trucks in use was 700,000, and it is estimated they hauled 2,200,000,000 tons of goods. The cost of haulage at eighteen cents per ton-mile is set down as \$1,980,000,000, compared with twenty-four cents per ton-mile or \$2,640,000,000 by horse and wagon. The farmers bought 40 per cent of all cars sold. The number of horses displayed altogether is estimated at 3,600,000. The value of motor vehicles and parts exported last year was \$146,834,216. The wholesale value of all motor vehicles produced in the year was \$1,807,594,280. The average price of passenger cars at wholesale was \$892, and of motor trucks \$1,238. There were factories in thirty-two states. Ninety factories were making passenger cars and one hundred and seventy were producing motor trucks. The number of employees in the factories was 589,000. During the year 30,000,000 automobile tires were manufactured. There were 62,035 automobile dealers, garages and repair shops in existence.

When we remember how recently the motor car was perfected the extent of the industry is amazing, and it is still rapidly growing. Not only is there a steadily increasing demand in the home market but the field for export is expanding every year.

### TRAVELERS' AID.

Only those who are close to the work know the real value of the work of the Travelers' Aid. In its simplest form it may merely mean helping a tired mother waiting between trains to get some food for her little ones, or taking her where she may spend the night in comfort before resuming her journey; or helping her to a place to which she desires to go; but it goes much farther, and throws a sheltering arm around many young girls traveling alone and in danger of being led into temptation and wrong-doing. There is not a day during which the Travelers' Aid is not doing good to some woman or girl or child who is traveling and needs counsel or assistance of some kind. This branch of the work of the Y. W. C. A. is in itself a reason for giving the organization general support. In New York last week a campaign was started by the Travelers' Aid Society of that city to raise \$200,000 for its work. The following statement was issued:

"As proof of the growth of the society's work the records show that in 1919 7,288 persons were aided, in 1918 46,287, and in 1919 more than 75,000 people were assisted. Forty-five trained workers are employed at extremely moderate salaries; a home is maintained at 465 Lexington avenue; thousands of runaway boys and girls have been returned to their families; the society has gained the gratitude of hundreds of young women who met a Travelers' Aid worker in a railway terminal or at a steamship pier; it has investigated scores of fake advertisements designed to lure the unsuspecting away from home; thousands of new tragedies narrowly averted are shown in the records. Under no circumstances will the workers accept gratuities from those aided. It is a non-sectarian, non-commercial and non-political protective society, founded to extend a helping hand to the weak or helpless wayfarer and protect the unwary and innocent. Travelers' Aid Societies have been established in 108 cities throughout the United States. Its work of protection and prevention is becoming international as a clearing house for all social agencies."

One of the reasons the public knows so little about the work of the Travelers' Aid is that it seeks no publicity. It keeps faith with those whom it helps, and while it could give the press many a story of heart interest, and some of them are of a tragic character, it seeks always to avoid the publicity that might bring sorrow to relatives or injure the prospects of the woman or girl in the case. There are always exceptions to any rule, but the Travelers' Aid is no exception. It is a society that seeks to avoid the publicity that might bring sorrow to relatives or injure the prospects of the woman or girl in the case. There are always exceptions to any rule, but the Travelers' Aid is no exception. It is a society that seeks to avoid the publicity that might bring sorrow to relatives or injure the prospects of the woman or girl in the case.

Before the war the government had practically awarded a contract for the completion of the breakwater. There was no talk then of harbor commission as a quid pro quo. Nor was there any when Mr. Gutcliff came to St. John with extensive plans for government railway terminals on the east side of the harbor below Reed's Point, and was given so little encouragement that he changed his mind about St. John. Today the port needs those terminals.

Mr. Hanna says there will be a large expenditure this year for betterment and increased efficiency on the government railways. That necessarily calls for expenditure at St. John where the government railways and steamers meet. And there is no necessary relation between that expenditure and harbor commission. The railways must have terminals.

If the harbor commission act is adopted it will bring the breakwaters within the harbor commission limits. Does not that, under the act, mean that money expended on them would be a burden on the trade of the port? At present they are regarded as works to be done by the public works department at public expense.

If Mr. Wignome knows any persons who are playing politics in connection with harbor commission he should expose them. Whoever would bring politics into this matter would be no friend to St. John.

Portland, Maine, will be glad to know that St. John is proceeding so leisurely in its efforts to impress upon the people of Canada the need from a national standpoint of providing more terminal facilities at this port.

The Boston Police. William F. Willis, secretary-treasurer of the Boston Police's Union, has resigned not only as an officer but as a member of the union. Willis was for a time on duty at police headquarters, where he was doing clerical work.

Though there were more than 1,200 members of the union a few days after the strike, it is learned that more than two-thirds of the "old" policemen have found other employment. A considerable number have become special policemen and others have become connected with detective bureaus, while one has opened a detective bureau of his own.



(Copyright by George Matthew Adams.)

### COUNTRY BUTTER.

I toil around from store to store, and country butter I demand. "We do not keep it any more, it has been banished from the land." Thus speak the grocers, one by one, and do not seem to care three dems; "the country butter is done, the farmers' wives have soaked their churns. But we have butter made of glue, and butter much like axle grease; you'd better buy three pounds or two, and let your weary soul have peace. It is no use to paw around and like a dotard vent your rage; we haven't seen a single pound of country butter in an age." Alas, the things of yesterday, the precious loaves we knew of yore! I've seen old landmarks disappear until my ancient heart is sore. I spread my bread, a mournful lick, with stuff that's made of tinned fats, I spread the dough on good and taids, and then I feed it to the cat. They make our butter now in mills, with smokestacks fourteen stories high, but not much higher than the hills which come to weary skates who buy. "There is no country butter now," say grocers in the busy mart; "the churn is canted, the farmer's frau is scorching in her choo-choo cart!"

### CANADA—EAST AND WEST

Domestic Happenings of Other Days

#### GRONJE WANTED TERMS.

On the morning of Feb. 19, 1900, Gronje, the Boer leader, whom the Canadians and the Imperials were besieging in the valley of the Modder River in South Africa, sent a white flag from his laager to Lord Roberts. The artillery fire of the previous day had been terrible and the old Boer could see the beginning of the end. He was as brave as man could be, but rifles could not fight the big gun fire. The artillery ceased action and the flag of truce was received, the more readily because Lord Roberts was anxious to spare the enemy as much death toll as possible. The Boer wanted to march out with honor but the only reply Roberts could give him was that he must surrender unconditionally, trusting to the queen to be generous to one who had made such a gallant defence. This the Boer refused to do at the time, although he sent a note to Lord Roberts that was supposed to indicate his intention to surrender. But while the British waited the Boer was pouring into the doomed centre where the Boers were concealed in the banks of the river bed. So for another day the Boer fought, and on the 26th of the month, the Boers were making a grand but hopeless stand. The Boers were being diminished daily by deaths and desertions, while every day brought fresh troops to the British. By the 28th of the month the various regiments engaged with the Canadians had advanced to the final moment had come and he prepared to surrender the next day to Lord Roberts.

#### IN LIGHTER VEIN.

They Surely Do. "In Borneo," read George, "women do not wear pearls." "Don't they everywhere?" demanded Tricotine.

Lonesome. "So you have come to marry again?" "Yes. You don't know how lonesome it is going home nights and having nobody there to find fault with me."

Camouflage. "How was the toast to the ladies?" "He did, eh? That's just like him, letting on to a lot of other women that he's so kind and considerate when he wouldn't make toast for me in the morning if my head was splitting open."

One Mind That Thinks For Two. Peek—My dear, I thought we had planned to go to the pictures this evening. Peek—Yes, I know; but I have changed our minds.

He May Be a Dummy. "Who is the man in the picture?" "His name is Bridge." "Good gracious!" she carrying the camera as far as that?—Washington Transcript.

Lots of women worry themselves old trying to look young. An average man is one who thinks he is away about the average.

Much Appreciated. "They are out early in the morning is worth two in the afternoon." "So it is, if you can have it in bed."

Depended Upon Himself. Mamma—"When that bad boy threw stones at you why didn't you come and tell me instead of throwing stones at him?" Edward (aged eight)—"Pshaw! That wouldn't have helped any. You couldn't have hit the side of a barn!"—Detroit Free Press.

Sincere For Some. "Is there any such thing as a sincere days?" "I'm afraid there's going to be a few such things if the coal shortage isn't called off. A friend of mine just got a job as ash collector!"—Washington News.

Tired Out. "So you're going south for the winter?" "Yes." "Your health?" "No. Just to get away from the constant stream of clerks who want to tell me that they've been offered more money to work for someone else."

Wanted—New Parts. "When I bought this motor car from you a few weeks ago," cried the purchaser, "you said you would be willing to supply a new part if anything broke." "Certainly, sir," agreed the manufacturer. "What can I have the pleasure of providing you with?" "Well," replied the purchaser, "I want a pair of new ankles, a left eye, three yards of curl, a box of assorted finger nails, four front teeth, and a funny bone!"

Not So Foolish. Jessie—Have you mentioned leap year in the presence of your beau as yet? Tessie—Do I look foolish enough to pull a scare like that on a shy young man and I not knowing where my next steady is coming from?

### THE FIRE LOSS.

(Montreal Gazette.)

Fire losses in Canada during the year 1919 amounted to \$25,500,000, or about \$2.70 per head of the population. The figure is a large one, very much larger than it should be, and the only comforting feature about it is that the loss for the previous year was substantially greater. In 1918 the fire waste amounted to \$28,800,000. The improvement shown last year is therefore in excess of ten millions. The larger figure represented the loss in a war year, when industry, particularly in munitions, was operating under severe pressure. Those conditions were not present in 1919 and hence there may be reason to discount the improvement shown in that year as not fairly representing a margin between two normal years.

On the other hand, the returns for January of the present year show an estimated loss of \$2,637,850, as compared with \$3,450,000 in January, 1919, an improvement, which, if maintained throughout the year, will reach an aggregate amount equal to the difference between the 1918 and 1919 figures, or better.

Methods of construction and the free use of wood in building have been blamed in the past as being largely responsible for the annual fire waste in the Dominion. Long and severe winters, necessitating the constant use of protected periods of heating appliances which are not always perfect, are a contributing factor. In a report issued by the Conservation Commission two years ago the fire loss in Canada since Confederation was put at \$70,000,000, including the cost of fire protection and the unreturned cost of fire insurance. The forests of Canada have lost more from fire than from any other cause. The loss of forest fires are being constantly extended and improved. Fire-resisting materials are becoming more common in demand for building purposes, and the modern factory, office building or public hall is built of fireproof materials. As this movement progresses, fire losses will become less and a real economic advance will have been made.

### ENGLAND'S DILEMMA.

The dilemma in which England finds herself with regard to money matters is one over whose solution leading bankers and financial men are now working. It is a dilemma of the most serious kind, and one which is being constantly extended and improved. Fire-resisting materials are becoming more common in demand for building purposes, and the modern factory, office building or public hall is built of fireproof materials. As this movement progresses, fire losses will become less and a real economic advance will have been made.

"Briefly stated," he says, "opinion at the present time, even in the highest banking circles, is sharply divided with regard to the policy which should be pursued in the future. One school of thought advocates that the course of money rates should be kept as low as possible, consistent with safety, the idea being that low money rates will stimulate production and that the only way to get prices of commodities down, and indeed the only way to get anything like a return on normal conditions without undue social disturbance, is to wait patiently until production has begun to overtake consumption when, so it is urged, matters will be adjusted without any undue social disturbance. To attempt in any way at the present time to curtail either credit or currency would be to risk a severe financial and commercial crisis, with consequent unemployment, which, added to the financial and commercial crisis, would be a thing approaching a semi-revolutionary movement."

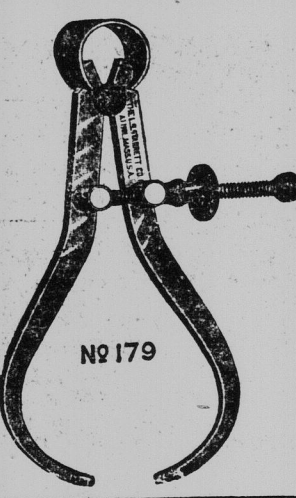
On the other hand, those who advocate the imposition of dearer money and a gradual process of deflation urge that such measures are necessary in view of the part which has been played in raising prices of commodities by excessive credit expansion, currency movement. Moreover so far from checking healthy trade expansion, it is maintained that there is at the present time a tendency on the part of manufacturers to hold up goods in the expectation of still higher prices, and this, it is considered, would be checked if these manufacturers and traders were unable to carry these stocks on cheap money. Not only so, but it is also asserted, and with much truth, that both here and in the United States there has been considerable abuse of low money rates in the sense that they have ministered to speculative operations, and that the result has been a general inflation of prices of commodities as would arise from any temporary inconvenience occasioned by gradual contraction."

Mr. Kiddy leans rather strongly to the latter alternative, pointing out that in similar crises history shows that any trouble which has arisen has been due to sudden restriction of credit facilities rather than to looser money. "Let it be known that at a price there are ample credit facilities," he says, "and usually nothing worse happens than a severe economy of credits, so the bankers and great dealers in credit see to it that such facilities are not frittered away in speculations, but are used for genuine trade purposes."

MEN WHO HAVE RISEN. There was once a small grocer in a back street in Bolton. If you want to know who he is today—ask Lord Lever.

There was once a shop assistant in Devonshire. If you want to know who he is today—ask Lord Devonport.

There was once a very small grocery



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C. H. Ritchie, 320 Main Street.  
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J. A. Lipsett, Variety Store, 233 Brussels Street.  
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## BRITANNIC UNDERWRITERS

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The Halifax Dispensary has a tuberculosis clinic and a dental clinic. It will now add a mental clinic. The Echo says: "Among the interesting movements afoot in Halifax, and indeed throughout the province, is the renewed attempt to look after the feeble-minded. The society for this class of helpless citizens, which was so active a dozen years ago, has been resuscitated and will push the whole matter with unremitting vigor. During that time the world has made considerable progress in the matter of treating disease both physical and mental, and the establishment of clinics for the feeble-minded is a step in the right direction. The dispensary now proposes to open its doors to another clinic, this time for mental healing. We have learned to pay attention to purely physical defects, but have been slow to recognize the need for mental treatment, unless positive insanity developed, when we incarcerated the sufferer in an institution, and straightway forgot him. But now we know that stupid 'huckleward,' delinquent children and adults are often merely mentally ill or deficient, and instead of being herded or punished should be intelligently cared for. It is to provide this needed care, that a psychiatric clinic is to be established at the dispensary. A psychiatric clinic is simply a clinic for mental healing, where troubles will be diagnosed carefully and proper treatment prescribed. If such a clinic can do as much for Halifax, and there can be no doubt that it will, as the other clinics have done, it will be worth several times the \$2,500 asked for its support."

## A JEWISH SHIP IN COMMISSION

Once more a merchant ship from Palestine is plying the Mediterranean, touching at Tyre and Sidon, at Haifa and Jaffa and Gaza. From her the main flag flies the blue-white flag of Zion. The Hechulitz, which being translated means "Pioneer," recently received a lively coastwise trade as were the galley of the "Pioneers," with their sails and many rowers. In the days of the glory of Tyre and Sidon, two Italian warships in the harbor saluted the Hechulitz as she sailed forth on her way along the Palestine coast, and across to ports in Egypt. By means of a Palestine restoration fund of \$100,000,000 planned for the organization hopes to improve the harbor of Haifa and make that city the most important port of all the Near East with commercial and maritime prosperity.

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