

# POOR DOCUMENT MC 2035

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

Subscription Prices—Delivered by carrier, \$4.00 per year; by mail, \$3.00 per year. 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—4111. Private exchange connecting all departments, Main 2417.

Subscription Prices—Delivered by carrier, \$4.00 per year; by mail, \$3.00 per year in advance.

The Times has the largest circulation in the Maritime Provinces.

Special Advertising Representatives—NEW YORK, Frank R. Northrup, 303 Fifth Ave.—CHICAGO, Powers, Manager, Assoc. Gen. Mgr., 100 N. Dearborn St. The Audit Bureau of Circulation audits the circulation of The Evening Times.

### 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 wharves it has already constructed, 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.

### 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 wrongdoing. 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 7,222 persons were aided, in 1918 48,287, 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 gratuity 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."

### IN LIGHTER VEIN.

They Surely Do. "In Boston," remarked George, "women don't seem to be getting any thinner." "Don't they everywhere?" demanded Tricotine.

Lionsome. "So you have time 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."—Detroit Free Press.

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

He May Be a Dummy. "Who is that man?" "That fellow?" "His name is Bridge." "Good gracious! Is he carrying the case as far as that?"—Boston Transcript.

Lots of women worry themselves old trying to look young. An average man is one who thinks he is always a baby.

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

Depended Upon Himself. "Maudie, when did that boy throw stones at you when you came 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?" "Yes, there's going to be a few such things if the coal shortage isn't called off. A friend of mine just got a case as ash collector."—Washington Star.

Tired Out. "So you're going south for the winter?" "Yes." "So 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 you have the pleasure of providing you with?" "Well, replied the purchaser, "I want a pair of new ankles, a left eye, three yards of eelskin, a box of safety pins, four front teeth, and a funny bone!"

Not So Foolish. Jessie—Have you mentioned leap year to the presence of your beau as yet? "Yes—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.

Fire losses in Canada during the year 1919 amounted to \$23,500,000, 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 consolation is that it is the lowest for the previous year was substantially greater. In 1918 the fire loss amounted to \$28,800,000. The improvement shown last year is therefore in excess of ten millions. The larger figure representing the loss in 1918, when industry, particularly in munitions, was operating under severe pressure. Those conditions were most pressing in 1918, hence there may be reason to discount the improvement shown in that year as not really representing a margin between two normal years.

On the other hand, the returns for January of the present year, when estimated loss of \$2,637,850, as compared with \$3,916,000 in January, 1919, are 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 Canada. Long and severe winters, necessitating the constant use of fire, and the use of heating appliances which are not always perfect, are contributing factors. In a report issued by the Conservative Dominion Conference last year the fire loss in Canada during the year 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. Better methods, following an appreciation of what fire waste really means, are being prosecuted for the lumberman. Better methods, following an appreciation of what fire waste really means, are being prosecuted for the lumberman. Better methods, following an appreciation of what fire waste really means, are being prosecuted for the lumberman.



### Rippling Rhymes

Walt Mason

(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 graft is done, the farmers' wives have soaked their churns. But we have butter made of glue, and butter much like ash grease; you'd better buy three pounds of olive oil, 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 on good and tasty, and then I find it fed 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 slates 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, Cronje, the Boer leader, whom the Canadians 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 search out with honor but the only way Roberts could give him was that he must surrender unconditionally, trusting to the queen to be generous to the victor who had made such a gallant defence.

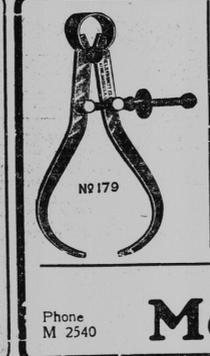
This the Boer refused to do at the time. Lord Roberts, however, was not to be deterred. Long and severe winters, necessitating the constant use of fire, and the use of heating appliances which are not always perfect, are contributing factors. In a report issued by the Conservative Dominion Conference last year the fire loss in Canada during the year 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. Better methods, following an appreciation of what fire waste really means, are being prosecuted for the lumberman. Better methods, following an appreciation of what fire waste really means, are being prosecuted for the lumberman.

### THE FIRE LOSS.

Fire losses in Canada during the year 1919 amounted to \$23,500,000, 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 consolation is that it is the lowest for the previous year was substantially greater. In 1918 the fire loss amounted to \$28,800,000. The improvement shown last year is therefore in excess of ten millions. The larger figure representing the loss in 1918, when industry, particularly in munitions, was operating under severe pressure. Those conditions were most pressing in 1918, hence there may be reason to discount the improvement shown in that year as not really representing a margin between two normal years.

On the other hand, the returns for January of the present year, when estimated loss of \$2,637,850, as compared with \$3,916,000 in January, 1919, are 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 Canada. Long and severe winters, necessitating the constant use of fire, and the use of heating appliances which are not always perfect, are contributing factors. In a report issued by the Conservative Dominion Conference last year the fire loss in Canada during the year 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. Better methods, following an appreciation of what fire waste really means, are being prosecuted for the lumberman. Better methods, following an appreciation of what fire waste really means, are being prosecuted for the lumberman.



## Starrett Tools

The standard of accuracy, workmanship, design and finish. Preferred by skilled mechanics everywhere.

Our extensive line of these celebrated tools includes:

Inside and Outside Calipers, Dividers, Thread Gauges, Surface Gauges, Combination Squares, Micrometers, Automatic Centre Punches, Straight Edges, Jacks, Clamps, etc.

GET IT AT  
**McAVITY'S**  
11-17 King St.

## Jap-a-Lac Household Finishes

MANY KINDS—MANY COLORS—MANY USES

There are many kinds of Jap-a-lac in a large variety of colors and effects, all for the touching up of worn and discolored surfaces about the home.

Whether on furniture, floors or woodwork, you'll get just the right effect with Jap-a-lac Household Finishes.

The ways in which you can profitably use Jap-a-lac Household Finish are limited.

**Emerson & Fisher Ltd.**

### GOOD MORNING HALIFAX TO HAVE MENTAL CLINIC

Have You Used Pears SOAP?

One Doz. \$1.90

The Modern Pharmacy  
Geo. A. Cameron  
Charlotte St., Cor. Princess

### BRITANNIC UNDERWRITERS

AGENCY  
Fire and Automobile Insurance  
F. LLOYD CAMPBELL  
42 Princess St. 6-30

### A JEWISH SHIP IN COMMISSION.

One more merchant ship from Palestine is plying the Mediterranean, touching at Tyre and Sidon, at Haifa and Jaffa and Gaza. From her mainmast flies the blue-white flag of Zion. The Hecholah, which being translated means "Pioneer," recently launched at Jaffa, is the first of a Jewish fleet of merchantmen, owned and named by Jews, which the Zionist Organization of America hopes soon to see engaged in a lively coastwise trade as were the galleons of the Phoenicians, with their smart sails and many mowers, in the days of the glory of Tyre and Sidon. Two Italian warships in the harbor saluted the Hecholah 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 \$10,000,000 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.

### ENGLAND'S DILEMMA.

The dilemma in which England finds herself with regard to money matters is one over whose solution leading bankers and financiers are now in hot dispute. The dilemma is not a new one, but is a diametrically opposed lines of thought, according to Arthur W. Kiddy, financial editor of the Morning Post, writing in the Journal of the Canadian Bankers' Association.

"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 low, and that the production and the only way to get prices of commodities down, and indeed the only way to get anything like a return to 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 inflation and commercial crisis, which, added to the financial and industrial depression now existing, would be a disaster of the first magnitude. Moreover, so far from checking healthy trade expansion, it is maintained that 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 activities, when every farthing of credits advanced every farthing of credit was required to finance genuine trade activities. And further, it is also maintained that if gradual deflation is commenced at once, there will be just as much danger of social disturbances arising out of inflation and high prices of commodities as would arise from any temporary inconvenience occasioned by gradual contraction."

Mr. Kiddy leans rather strongly towards 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 learner money. "Let it be known that at a price there are usually nothing worse happens than a severe economy of credits, so that 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."

### Try a dinner at THE CHOCOLATE SHOP

We have heard casual visitors comment: "Just like mother's," about our Pies and delightful home-cooking.

Those who make a habit of coming in at noon know the truth of such remarks—they appreciate that it is the one place in the city to get a genuinely delicious home-like meal, served promptly and temptingly—and for busy men, quickly.

TRY YOUR DINNER TOMORROW AT THE

W. H. Bell Prop. **CHOCOLATE SHOP** 90 King Street ST. JOHN, N. B.

### BARGAIN SALE AT ARNOLD'S

90 Charlotte Street

Infants' Delight Soap (large)..... 9c  
Castle Soap (large)..... 5c  
Large Bar Castle Soap..... 15c, 2 for 25c  
10c Floating Soap (Box)..... 25c  
Saps and Saccers..... 20c, 25c  
Plates..... 20c, 25c  
Scrub Brushes..... 10c, 15c  
Men's Leather Gloves and Mitts..... 50c  
Ladies' 50c Cashmere Hose, Only 35c  
Men's Heavy Socks..... 25c, 40c, 45c  
Men's Sweater Coats..... \$1.25, \$2.00, \$2.50, \$3.50  
36 inch White Cotton..... 22c, yard  
Longcloth..... 25c, yard

**CLOTH**

We have a great bargain in Cloth, suitable for Men's and Ladies' Suits, Coats, Skirts and Pants.

Sale Price, \$1.40 and \$1.95 yd.

Also Bargains in Dress Goods, Gowns and Sacques, \$2.00, \$2.50, \$3.00 and \$3.00 values.

Sale Price, White They Last, \$4.75, \$4.95

Sale of Ladies' Quilts and Children's Dresses and Mitts.

Bargains in Whitewear!

GET OUR PRICES 2-20

### Our Carbon Paper Has a Distinction

Compare it with other brands and you will appreciate the reason.

Cannot be Exceeded for Manufacturing!

Every Sheet is Guaranteed!

"Made in Canada by Canadians"

From \$2.25 to \$3.00 Per Box of 100 Sheets

Special Prices on Large Quantities!

**ST. JOHN TYPEWRITER & SPECIALTY CO., LTD.**  
Corner Mill and Union Streets 2-18

### YOU CAN LINE YOUR OWN STOVE WITH FOLEY'S PREPARED FIRE CLAY

To be had of—  
W. H. Thorne & Co. Ltd., Market Square.  
T. McAvity & Sons, Ltd., King St.  
J. E. Wilson, Ltd., Sydney St.  
Emerson & Fisher, Ltd., Gormann Street.  
D. J. Barrett, 138 Union Street.  
Gen. W. Morrell, Haymarket Sq.  
J. M. Logan, Haymarket Sq.  
Quinn and Co., 415 Main Street.  
C. H. Ritchie, 320 Main Street.  
P. Nae & Son, Ltd., Indian town.  
J. A. Lipsett, Variety Store, 233 Brussels Street.  
H. G. Enlow, 1 Brussels street.  
J. Stout, Fairville.  
W. P. Emesha, 81 Union St. W. P.

### For the Plain, Nourishing Lenten Menu

Make Biscuits and Rolls with

**La Tour Flour**

Which Also Produces Better Bread and More to the Barrel.

Phone West 8  
Fowler Milling Co., Ltd., ST. JOHN WEST  
SUMMER PRICES.

### 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 Reeves, 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 \$1,800,000,000, 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 displaced 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 \$262, and of motor trucks \$1,338. 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 580,000. 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.

### 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. Gutelius came to St. John with extensive plans for government railway terminals on the east side of the harbor below Reed's Point, and which gave 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 the 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. Wigmore 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 Policemen'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.

### 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 you have the pleasure of providing you with?"

"Well, replied the purchaser, "I want a pair of new ankles, a left eye, three yards of eelskin, a box of safety pins, four front teeth, and a funny bone!"

### Not So Foolish.

Jessie—Have you mentioned leap year to the presence of your beau as yet?

"Yes—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?"