

## The Evening Times and Star

ST. JOHN, N. B., SEPTEMBER 11, 1913

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## THE GRAIN CONVEYORS

In order to keep the record clear, and to mitigate in some degree the violent transports of the St. John Standard, the facts concerning the grain conveyors may be re-stated. We are informed by the Standard that Mr. Hazen has made good, that he is a live man, that he is fully alive to the needs of the port of St. John, and that by contrast Hon. Mr. Pugsley is a mere cipher.

From the Standard let us turn to the facts. Early last spring the absolute necessity of having the grain conveyors constructed was brought to the attention of Mr. Hazen and his colleagues.

The traffic department of the board of trade kept up a fusillade of telegrams urging the government to take action. After a long delay the government asked several contractors to submit estimates of the cost of the conveyors.

These were submitted, and the matter was brought before the cabinet about the middle of July. The contract should then have been awarded, and in such an event the work by this time would have been well under way.

No such action was taken, however, and the matter was still unsettled until yesterday. It took the government two months after estimates of cost had been received to make up its mind to do the work.

The board of trade was informed yesterday by Mr. Hazen that the conveyors would be built. It is utterly folly to say that they can be built in time to be of service at the opening of the winter season.

Perhaps they may be ready in time to relieve to some extent the congestion of the last three months of the season. The work of construction will have to be carried on under very disagreeable weather conditions, when it might as well have been done in the summer season.

Not merely the interests of the port of St. John required this work, but the interests of the grain trade of Canada, far too great a portion of which still finds its way through foreign ports.

Mr. Hazen certainly does not shine in this transaction as a wide-awake representative of this constituency. Months of agitation and scores of telegrams and letters are the evidence of his failure to act until his hand was practically forced.

However, now that he has shown some evidence of a revival of interest in his constituency, there is also perhaps a possibility that he will now give some attention to the memorial of the Borden Club, and the persistent inquiries from his constituents concerning the Grand Trunk Pacific and its terminals at the port of St. John.

AN ALARMING CONDITION

The announcement that there was another advance in the cost of living in Canada during August reminds us of the recent report of investigations made of the cost of living, especially in relation to the advance in cost to the working classes.

That inquiry appears to have shown a more rapid advance in the cost of living in Canada than in any other country. Discussing the question the New York Times says:

"Naturally, it would be expected that in countries where food is produced in the greatest abundance the cost would be least, but apparently the opposite is nearer the facts in the case. For instance according to the figures made public by the commission, Canada, a new country, chiefly engaged in raising food of various kinds, heads the list as to increase in price, food prices in the dominion having increased in the year 1900-1912 by 51 per cent. On the other hand, in Australia and New Zealand the increase is only 16 per cent.; in Great Britain and France 18 per cent., while in Austria-Hungary prices have risen 32 per cent., in Germany 30 per cent., in Belgium by 32 per cent., and in Italy by 20 per cent. Figures are not given for the United States for the whole of the 12 years of the new century covered by the investigation, but only for the first five of that period, during which there was an increase of 18 per cent."

An increase of 51 per cent in twelve years in Canada is certainly a fact which should lead to some inquiry, especially as the increase still continues. Tariff revision downward is likely to be a live issue in this country before it is much older.

The temperance people of Cumberland county, N. S., are to consider today the question of repealing the Canada Temperance Act in order that the Nova Scotia prohibitory law might come into force. It is claimed that the Nova Scotia act is more easily enforced and more effective than the Scott Act.

A despatch was sent on Tuesday to the Tory press on Tuesday saying that Mr. Bourassa would be a candidate in the by-election in Chateauguay. The despatch alleged that Chateauguay had been giving the Liberals a great deal of trouble, and that Sir Wilfrid Laurier had found it necessary to visit the constituency in person, but was only partially successful in his efforts to unite the party. It was further stated that Mr. Bourassa would of course claim the Liberal vote in the constituency.

## BIRTHDAYS OF NOTABILITIES

THURSDAY, SEPTEMBER 11

George Ball, prominent lumber merchant and manufacturer, Montreal, was born at Champlain, Que., seventy-five years ago today. He has been prominent in politics and has sat in both the Quebec Legislature and the House of Commons.

P. W. Ellis, one of Toronto's prominent manufacturers, is fifty-seven years of age today. He has served as president of the Canadian Manufacturers' Association and is now chairman of the Toronto Hydro-Electric Power Commission.

His Honor Judge Klein, Walkerton, Ont., the first German-speaking judge in Canada, was born in Berlin, Ont., on September 11, 1851. He practised in Walkerton prior to being raised to the bench.

Mrs. De Tindal (at Long Beach Hotel)—I beg pardon, but did you not say you were presented to the king during your tour abroad?

Her Neighbor—Yes, madam.

"And you spoke of other experiences like mine?"

"I was presented to several of the crowned heads of Europe, talked with many of the great generals and diplomats, and was granted an audience with the Pope."

"Weren't you scared?"

"Not at all."

"Then, if you are not afraid, I wish you would tell the head waiter that this salt box is empty."

A boy who had done something to incur the wrath of his mother and then had taken to his heels was holly pursued for some distance by her. Finding it was useless to continue the pursuit and almost beside herself with rage, she shouted at the top of her voice: "I'll give anybody sixpence to catch that boy!"

The boy instantly stopped, and turning round, shouted in reply: "Give me the sixpence and I'll come back!"

Tommy's Aunt—Won't you have another piece of cake, Tommy?

Tommy (on a visit)—No, I thank you.

Tommy's Aunt—You seem to be suffering from loss of appetite.

Tommy—That ain't loss of appetite. What I'm suffering from is politeness.

There is a young lawyer in a town which shall be nameless. He has little or no practice and is at present feeling discouraged. On leaving his office the other day he placed a card on the door on which he had neatly written:

"Will return in an hour."

When he came back he found written in the card the words: "What for?"

Not long since a Scotch school board inspected a class of members of a class that was under examination:

"What is the cause of the saltness of the ocean?"

Flushed with the discovery which had flashed upon her mind, one little girl raised her hand.

"You may tell," said the inspector. "Salt fish, sir!" exclaimed the pupil triumphantly.

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WOMEN'S WORK FOR THE PRESBYTERIAN MISSIONS

Charlottetown, P. E. I., Sept. 11.—The 37th annual meeting of the Women's Foreign and Home Mission Society of the Presbyterian church opening here today was well attended. Mrs. A. W. Thompson, of Pictou, presided, included amongst the reports were those of Miss Falconer, corresponding secretary; Mrs. Robert Dawson foreign secretary; Miss Annie Murray, international secretary; Miss Brimms; Miss Rogers, missionary in Ham Heung, which was read by Miss Wallis and Miss Blackadar, of Charlottetown, who has been teaching there for some time.

At the afternoon session Mayor Lyons extended his greetings to the ladies in behalf of the city, and response was made by Mrs. J. H. Thompson of St. John. Mrs. MacRae, missionary from Korea, delivered an able address on the work there, and introduced to her audience Miss Poonyoung-Sil, the first native Korean to be brought to the maritime provinces. Mrs. Luther Young described her eight years' service at Ham Heung, Korea, and told of the successful missions established there.

At the evening session Rev. Dr. Scott Whittier, of Melbourne, Australia, gave an interesting address. He has been visiting at his old home in Upper Canada, N. S., and is soon to return to Melbourne after having attended the World's Sunday school convention in Zurich, Switzerland. Rev. J. B. Cooper reviewed the work of the East Indian missions in British Guiana, and Rev. Luther Young told of the present status of missionary work in Korea. G. C. Taylor and T. C. James also gave brief addresses.

The membership report showed: Pictou, 61 societies, 2,020 members; Halifax, 42,676; Sydney, 86,370; Truro, 86,946; St. John, 85,118; Miramichi, 36,726; P. E. Island, 45,871; Inverness, 20,621; Wallace, 87, 871; Lunenburg and Yarmouth, 11, 285.

The treasurer's report showed total receipts \$23,268.88, and expenditures \$688.82. Of the balance \$20,000 was given to the foreign missionary committee. The amounts collected by Presbyterians were: Pictou, \$4,723.78; Sydney, \$2,762.66; Halifax, \$2,687.94; St. John, \$2,233.41; P. E. Island, \$2,485.00; Truro, \$1,389.88; Inverness, \$1,717.44; Miramichi, \$1,789.71; Lunenburg and Yarmouth, \$768.08; Wallace, \$1,188.42. The collections amounted to \$37,214, and the interest \$244.40.

2,429,908 LOCOMOTIVES AND CARS ARE IN SERVICE

The Interstate Commerce Commission has just issued a report covering the statistics of railways in the United States for the fiscal year ending June 30, 1912. The following is an abstract:

"On carriers having gross operating revenues of \$100,000 or more there were 240,288.81 miles of line operated. The aggregate mileage of railway tracks of all kinds covered by operating returns for these roads was 360,714.34 miles, classified: single track, 240,288.81 miles; second track, 24,028.21; third track, 2,611.76; fourth, fifth and sixth tracks, 1,789.71 yard track and sidings, 91,280.19; an increase of \$295.22 miles over corresponding returns for 1911 in the aggregate length of all tracks of which increase 8,167.42 miles, or 35.40 per cent, represent yard track and sidings.

"The average number of locomotives per 1,000 miles of line was 225, and the average number of cars per 1,000 miles

of line, 9,860. The number of passenger-miles per passenger locomotive was 2,263,019, and the number of ton-miles per freight locomotive was 7,077,428. The returns indicate that the number of locomotives and cars in the service of the carriers under consideration aggregated 2,429,908.—Engineering News.

A French widow of seventy, who three years ago could neither read nor write, has just received a prize at an elementary school.

Very Cautious

A Scotsman the other day went to a London dentist with the toothache. The dentist told him he would get relief by having it out. "Then I must have gas," replied the Scot. While the dentist was getting ready the Scot began to count his money. The dentist said, something testily, "You need not pay until it's out!" "I ken that," replied the Scot; "but as ye're about to make me unconscious I just want to see how I stand!"

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