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THE EVENING TIMES AND STAR, ST. JOHN, N. B., WEDNESDAY, MARCH 17, 1920

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### ST. JOHN SHOULD ACT.

Following close behind the western members of parliament who were in the interests of a more united Canada, having its own independent line of transportation, came yesterday two other visitors, one of them a member of parliament, to urge for a more united Empire on this side of the Atlantic, to be brought about by better trade relations between Canada and the West India Islands, British Guiana, British Honduras, and all the British islands of the Greater and Lesser Antilles.

It is a singular commentary on St. John as a city of business enterprise and ambition that when a member of the Canadian parliament came here, to speak about a trade development which will affect this port more than any other, not there to hear him in anything like the numbers the occasion warranted. Those who did attend the Canadian Club luncheon yesterday came away with a new vision of the possibilities of this port in connection with the expansion of trade and tourist traffic with the British possessions to the south.

Mr. Frank H. Keefer, M. P., had been attending a conference of Chambers of Commerce in the West Indies at which all the colonies were represented, and arrived in St. John yesterday accompanied by Mr. Wood of British Honduras, who is en route to England to be incidentally endeavoring to arouse interest in Canada in the question of direct trade between his country and Canada. The governor of the colony is keenly anxious that closer relations should be established. At the conference in Bridgetown, Barbados, the representatives of all the colonies were strong for closer communication with Canada, and an increase in the mutual preference. One hoped, a meeting at Ottawa, where representatives of the British and Canadian governments and the various southern colonies will sit down and endeavor to solve the problem of better transportation and increased trade. The colonies are all British to the core, but they are compelled to depend very largely upon the United States for supplies which could as well be sent from Canada. What is the trouble?

Mr. Keefer offers two solutions. The first is regular and satisfactory steamship connection, and the second is an increase in the preference. British Guiana would go, he believed, the whole length of free trade with Canada. He submitted figures to show that Canada imports far more of the products of the southern colonies than the latter import from Canada. There is much indirect as well as direct trade. That is to say, the United States acts as a broker through whom we get what we ought to get direct. The present steamship service from Canada is very inadequate. Indeed it does not touch British Honduras and many of the islands. The British government appointed a parliamentary committee to go into the whole question of steamship communication, and its report is pathetic. The committee after enquiry practically threw up its hands and said that if Canada could not solve the problem there seemed to be nothing that could be done. In the meantime the United States is getting more and more of the trade, and there are men of influence in that country who are publicly asserting that all the islands in that region should belong to the republic.

The lesson is obvious. But there is more than an exchange of goods. Mr. Keefer says there are thousands of Canadian tourists in the American south who would gladly go to the West Indies if there were proper passenger accommodation and the charms of that delightful region were made known. The British islands may be divided into two groups, the Greater and the Lesser Antilles, and with the latter would be associated British Guiana and British Honduras. They cannot be accommodated by the same steamship service. The distances are great, but different services could be provided. Canada has government railways and steamships. Why should not such services be provided to increase trade within the Empire, to bring traffic to our railways and steamships, and to strengthen the bonds between Canada and these other British people?

St. John has a great interest in this subject, along with the ports of Halifax and Montreal. The last named is already getting busy, and St. John should follow the example. Mr. Keefer urges the commercial interests of this port to take action, make their views known to our members of parliament, and promote as far as possible this important branch of inter-imperial trade. Our imports from the West Indies can be greatly increased, as well as our exports. Hardly any Canadian commercial travelers are found where many Americans are continually seeking business. This is a matter the Board of Trade and the Commercial Club should take up at once, for three important reasons—one local, one Canadian and one Imperial. What greater incentive could there be?

In view of the mental survey of New Brunswick to be made next September it is interesting to note that a state commission has been found that in New York state there are at least forty thousand mental defectives, of whom only four thousand are being cared for by the state.

### PREMIER FOSTER'S SPEECH.

Premier Foster availed himself of an opportunity yesterday not only to set forth some of the reforms and improvements accomplished by his government since it came into power, but to make some comparisons, and to offer some criticism of the party led by Hon. James A. Murray. Times readers will find it worth while to read carefully the official report, in this issue, of the premier's speech.

One of the interesting facts about the premier is his development as a parliamentary debater. Not only is he able, as he always was, to make his business statement, but he can match wits more and more cleverly in debate with the politicians on the other side of the house, and in a manner that is both entertaining and effective. In the record of the opposition there is ample material for criticism, and for the severest condemnation; and it is well that they be reminded of it, and the people also, early in the session, so that a proper estimate may be placed upon the sincerity and the value of their criticism of the government.

Mr. Foster's reply to Mr. Murray concerning the matter of stumpage was more than a reply. It was an exposure. Had Mr. Murray and his friends carried out an agreement made with the lumbermen in 1914 the rate of stumpage would have remained at \$3.50 for ten years, instead of being present \$8.50 and subject to further increase once a year if justified. Mr. Foster also pointed out that lessees of crown lands have to pay a millage tax, a wild land tax, a fire protection tax and a bonus; and that they have large investments in mills, whereas private lands are frequently lumbered over with portable mills. It would therefore be wholly unfair to make a comparison between the rates of stumpage on public and private lands. And if an increase in the former is necessary it may be done from year to year. Mr. Murray's amendment was ill-timed and ill-considered, and will not be endorsed by the house. Mr. Foster's discussion of the financial operations of the government during the past year showed that by purchasing St. John and Quebec Railway stock and some provincial bonds, taking advantage of the favorable exchange, they had made a total gain to the province of \$974,462.28, which he characterized as the best bit of finance ever put through by any provincial or municipal government in Canada.

Without dealing with the various matters discussed by the premier, it is worth while to quote from the official report his summary of the government's record in progressive legislation as follows: "Included in that record were the extension of franchise to women, the enactment of a modern workmen's compensation act and establishment of a board to carry out its terms; the organization of the health laws of the province along lines advocated by social service organizations; the adoption of a system of vocational education, the establishment of an independent audit of provincial accounts, the setting aside of automobile taxes to provide interest and sinking funds for permanent roads, and the carrying out of a comprehensive scheme of road improvement, the inauguration of a policy of water power development, increased grants to agricultural, establishment of co-operative creameries, purchase of suitable seed, survey of crown lands, increase of stumpage rate from \$1.50 to \$3.50, improved fire protection and a general carrying out of the conservation of natural resources."

This is a notable record, and stands in very striking contrast to that of the old government, which, as the premier observed, "began with nothing and ended with nothing but favors to their friends, coupled with incompetence, graft, rackets, deceit and deception."

THE GERMAN SITUATION. One would think Germany had had enough of war and its misery, but rival ambitions have brought the distracted country almost to the verge of civil war. The Prussian does not change. He is as ready to shoot down the German who opposes him as he was to destroy the Belgians, French and English. He expects to be like the old Bourbons in that he forgets nothing and learns nothing. The three hundred or more German officers in Switzerland, who cheered yesterday for the Kaiser were typical of Prussianism. When the present trouble began there were observers on both sides of the Atlantic who said they had expected such an outbreak. Let us hope they also expect it to be quickly quelled and a stable government established; for present conditions are bad for the world at large as well as for Germany. The Allies cannot but regard with deep anxiety the revolutionary movement. It militates against the pacification of Europe in general, and has in it the most dangerous possibilities. A country torn by factions and threatened by strikes, following all the deprivation and misery of the war, cannot quickly recover itself, and the return of Germany to sanity and work is greatly to be desired. The latest reports seem to indicate that the revolutionary element is in the minority, and that its efforts will fail.



(Copyright by George Matthew Adams.)

### NO AUDIENCE.

My neighbors all have had the flu, its fiercest pangs they claim to know; and so there is no man in view who'll listen to my tale of woe. Oh, none will hearken to the tale of all the agony I knew, or pay attention to my woes—my neighbors all have some chaste disease that no one else has ever tried; some new affliction of the knees, or an eruption of the hide; then I could talk the live-long day of aches original and new, and no cheap skate could rise and say, "I've had that ailment." Then I could talk with high disdain on all the people of this grade, who wrestle with old-fashioned pain, the chestnut ill that Adam had. Then in my joy I know I'd make the weeping echo with my tragic song; no one could choose his ache, he has to take what comes along. Oh, sickness makes the spirit sag, and all the anguish is in vain, if one can't stand around and brag, and show some diagrams of pain. And none will listen to my spiel of gaudy suffering I knew; men care no hoot how tough I feel, for all the boys have had the flu.

### CANADA—EAST AND WEST.

#### Jominion Happenings of Other Days.

#### REBELLION IN THE WEST.

On March 19, 1885, Major Crozier, who was stationed at Fort Carlton in command of a small corps of the Northwest Mounted Police, received word that the half breeds of the west, acting under Louis Riel, their leader, had raised and carried off some government stores. For a long time there had been rumblings of an impending outbreak, but this was the first overt act. At once he sent to Prince Albert, a distance of forty miles for more men to cope with the situation. There was a hurried meeting of officers in that place and at ten o'clock the next night a force of forty volunteers arrived at Fort Carlton. They found a curious state of affairs existing. Already a messenger from Louis Riel had arrived at the fort demanding its immediate surrender. But as it was known that 100 men of the Mounted Police were making a forced march across the country, Major Crozier delayed his reply. Colonel Irvine arrived at Prince Albert on March 24, but in the meantime Major Crozier's position had become so bad that he had decided to remove from Duck Lake, a small half-breed settlement near Fort Carlton, one provisions and supplies stored there. This he attempted to do on the 26th of the month. A small detachment with a dozen sleighs was sent for the stores. They were attacked by Indians and half-breeds under Gabriel Dumont. Then Major Crozier went to the assistance of the party. The fight was sharp, ending in the enforced retirement of the troops after a dozen men had been killed. Six rebels perished, too. Two days later when Fort Carlton had been set on fire, Major Crozier was forced to retire to Prince Albert, leaving the wreck of the fort in the hands of the rebels.

#### A SONG OF COMFORT.

(By John McLean.)

Thro' May time blossoms, with whisper low,  
The soft wind sang to the dead below.  
"Think not with regret on the spring-time,  
And the task you left while your hands were strong."  
The songsters have ceased when the spring was past,  
And the task that was joyous has weary at last.  
To the winter sky when the nights were drear,  
The treeps tossed with a restless sigh:  
"Do ye think with regret on the sunny days,  
And the path ye left with its untrod snow."  
The sun might sink in a storm cloud's frown,  
And the path grow rough when the night came down.  
In the grey twilight of the autumn eve,  
It sighed as it sang through the cycling leaves:  
"Ye think with regret that the world was bright,  
That you gave short and your task was light."  
The path, though short, was perhaps the best,  
And the toll was sweet, that is led to rest.  
—Variety, 1891.

#### IN LIGHTER VEIN.

No Secrecy.  
"All the world's a stage."  
"Yep, and there's no secrecy of monologue artists."

Over heard.  
Mrs. Green (reliving experience)—It hurt something awful. The dentist wanted to give me gas, but my husband wouldn't hear of it. You see, he'd been gassed since in France."

Companions in Crime.  
Customer to a shop—You make my reduction for those in the same line of business?  
Waiter—Yes, are you a restaurant keeper?  
Customer—No, I'm a robber.—Le Rire, Paris.

Tactful.  
She—"I appreciate the compliment, but I'm afraid I could never make you happy."  
He—"Oh, yes, you could. You don't know how easily pleased I am."

#### FACE VALUE.

(The demand for American face creams is said to be responsible for the drop in value of our pound sterling.)  
Would you face the future, Betty?  
Making life a pleasant dream?  
Waive the thought of looking pretty.  
Risk the chance of British cream.

Fear not loss of man's affection,  
So your country's cash be sound;  
Aim to put a new complexion  
Upon the ailing English pound.  
As the face beneath your hat?  
See my adverse balance, Betty.  
Put a better face on that!  
—A. W., in London Chronicle.

### KING PATAUD'S TWO ATTEMPTS.

(Christian Science Herald.)

It was just thirteen years ago, namely in the March of 1907, that King Pataud made his first attempt. In his own estimation, and in that of his friends, he succeeded triumphantly. Six months later he tried again, and failed. But, first of all, who was King Pataud, before his coronation, was plain Emile Pataud, a citizen of Paris, by vocation an electrician, by avocation an agitator, and by passion a syndicalist. At that time syndicalism was something of a novelty even in France, for although the Confederation Generale du Travail in its inception entirely a syndicalist body, had been founded several years, the "lightning strike" was still more or less an untried weapon. Now Emile Pataud was an enthusiast in his avocation, a whirlwind orator, a great man for a meeting, and a tremendous believer in Emile Pataud, than whom no great Louis was more enthusiastic. The will of the electrician was to be supreme, but the will of the electricians was the will of Emile Pataud, and so on one day in March 1907, Pataud took a great decision. Once and for all, the Parisian should learn the power of the electrician, and incidentally of Emile Pataud. There should be a strike, the like of which for completeness had never been seen before. On the 8th of March, therefore, at eight o'clock, just the hour when all Paris had settled down for the evening, every light in the city went out, and every electric motor came to a standstill. Theatres, cafes, hotels, streets, all alike were plunged into darkness; whilst every electric tram or train and every electric lift stopped where it stood.

Paris rose to the occasion, of course, joyfully, and to the effect that after the manner of lights began to utter perplexity, the streets were filled with a "mouvement de foule." For twenty-four hours Paris was without electric power of any kind, and at the end of that time the employers capitulated on Emile Pataud's terms. Pataud, in fact, had gained an immense victory, and he was crowned, by his loyal followers, King Pataud.

It was a name, somehow, that seemed just to fit the man and the occasion. All Paris joked about it. Cartoonists loved to depict King Pataud on a "thundering" cloud, holding in one hand a gigantic candle snuffer, ready at a moment's notice to snuff out the lights of the world, in darkness. King Pataud, however, took it all very seriously. He had been victorious once. He would be victorious again. Paris had only, as yet, seen the beginning of things. The electricians, having acquired the habit, would proceed to take their ell, and if anyone felt disposed to stop them, let him remember the 8th of March.

So matters labored on until the following August, and then, things not going as he felt they ought to go, King Pataud determined to teach Paris another lesson. Promptly at the hour when a beautiful August evening, the electric current was cut off, and Paris was, once again, in darkness. But the effect of the story was very different from what it had been six months earlier. Paris was prepared. Bougies were being had to an unlimited extent; whilst all the other substitutes were more readily at hand than before. Paris, moreover, was prepared in another and much more decisive fashion. Hardly had the lights gone out when from various quarters within the forts of the city there began to emerge corps of military electricians. Within two hours the electric plants in Paris were manned; the lights went up and King Pataud's second attempt had failed.

### SIR MACKAY EDGAR.

A recent issue of the News of the World (London) calls attention to the fact that Sir Mackay Edgar, Bart., is looming large in the shipbuilding world. His combination, the Northumberland Shipbuilding Company, whose capital is being raised from £250,000 to £700,000, is said to control more shipbuilding slips than any other in the country. It comprises William Duxford & Sons, Workmen, Clarks & Co., both shipbuilding firms, the Fairfield Shipbuilding & Engineering Co., the Lanarkshire Steel Co., and John Watson, Ltd., colliery owners.

Sir Mackay is a Canadian, under fifty, but he has been carrying on business in London for some years. He received his baronetcy at the New Year. He was the leading spirit in the Cuban Ports enterprise and other big schemes, and is also connected with Spiering & Co., the financial house. Sir Mackay Edgar recently made an offer to purchase a controlling interest in Messrs. Swan, Hunter & Wigham, the great shipbuilders at Welland-on-Tyne, but the offer was not accepted.

### KAPP BORN IN NEW YORK.

Born in New York city in 1858, Wolfgang Kapp, chancellor of the new German government, in his youth refused to learn German and when he was twelve years of age was taken to that country by his father to finish his education, so it is learned in New York. He never returned to the United States. Friedrich Kapp, the boy's father, was active in Germany in the revolution of

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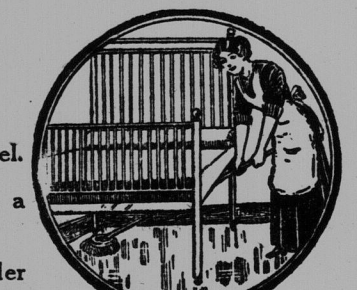
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### JAPANESE GIRLS' IDEAL.

The magazine "Choukyou Gohan" ("Virtuous Woman"), of Tokyo, invited its Japanese women readers to send in their opinions on what constitutes an ideal husband. Here are the thirteen virtues they demanded of a Japanese husband. He should not be greedy. He should not spend too much time "primping." He should have a manly appearance. He should not be too familiar with other women. He should express himself clearly. He should make prompt decisions. He should have high ideals. He should never show himself in the kitchen. He should never criticize the culture of the towns of his wife or any other woman. He should not lose his wife by telling her all his pet tales.

### HEDGEHOG QUILLS USEFUL.

Several years ago the mole sprang into importance because its skin became fashionable for women's coats. It is the turn now of another lowly animal, the common hedgehog, to come into prominence. Some one not long ago discovered that hedgehogs' quills make excellent needles for phonographs—in fact they bring out the sound more effectively than metal needles. The walls of a hedgehog's quill are of a hard, horny substance, and the partly hollow interior contains a pit.

The hedgehogs prowls at night, and runs with more agility than one would imagine. Its short legs and dumpy body would permit. It has a stomach of strong digestive power, eating the bark

### MOTHER.

Mrs. Alex. Johnson of Milford, N. H., was in Nashua Sunday, and finding that the train service was stopped by the blizzard, started to walk the twelve miles home, so as to get to her three little ones, who were there alone. She left at 8 a. m., and reached home at 7 p. m., thoroughly exhausted, having had to struggle through many drifts more than ten feet high.

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