

THE EVENING TIMES AND STAR, ST. JOHN, N. B., WEDNESDAY, AUGUST 1, 1923

The Evening Times Star

ST. JOHN, N. B., AUGUST 1, 1923

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THE EMPIRE FORESTERS.

St. John today welcomes with keen pleasure the members of the British Empire Forestry Association, who visit us in the course of their Canadian tour, a part of the great work of checking up the forest resources of the Empire. The Association, which has as its President H. R. H. the Prince of Wales, has brought to this year's convention representatives from nearly every part of the Empire. The Royal President has described the object of the Association as this: To provide accurate information of our forest resources, to foster trade in British timbers, and to promote a sound policy of forest conservation throughout the Empire. "By such means alone," His Royal Highness said in his message to the Association, "can we hope to secure a permanent and profitable use of our forest resources, and to ensure that the future generations will be able to enjoy the same as we do today." The Association is engaged in a close study of the character and extent of the Empire's wood, particularly its softwood, and one of its aims is to render the Empire self-supporting in the matter of timber, and so far as circumstances permit, to promote the adoption of the best forestry practice with respect both to marketing and to conservation in every part of the Empire.

Members of the Association have already seen something of New Brunswick's forests, but they are to see more today and tomorrow. They return to Ottawa after finishing their inspection of the Maritime Provinces, and after concluding their business session there they will make an extended tour of Ontario and the western provinces, this closing session being held in Victoria early in September.

In this city and province, where lumbering is so important among our activities and where the future management of our Crown forests means so much, the distinguished visitors of the day are, we trust, finding much to interest them and undoubtedly they will receive no little information bearing upon their task. St. John greets them warmly as engaged in a work of vital importance which in future years will count heavily for Imperial trade and Imperial insurance in the matter of timber supply. This Association, in fact, will do much to prevent the too rapid exhaustion of the wood supply of the British family, which is a danger too great to be ignored.

THE JENNER CENTENARY.

England this year is to celebrate the centenary of Edward Jenner, the discoverer of vaccination, a pioneer in the matter of preventive medicine whose contribution to the world's good, while still disputed in some quarters was great beyond measure. Like all pioneers he had a rough time at first, but in his later years recognition was general. Jenner had complete faith in his method, which he demonstrated against many protests by beginning upon his own family. He gave much thought to smallpox when he was in his twenties, and he conducted a long series of experiments under the guidance of the famous John Hunter, covering two decades before he was ready to test his theory, though to him it was no longer a theory. It was then that he vaccinated his own son, a lad of eight, and subsequently another boy of the same age, with complete success, as he said.

There was determined resistance on the part of many London physicians, and a great controversy naturally followed. Jenner gave many demonstrations in London and the number of converts grew apace. Vaccination spread from England slowly through Europe, and several of its positive and influential advocates were French doctors and scientists.

For years there has been in England a demand for a greater recognition of Jenner's services to mankind. It is true that after he died a permanent memorial was erected in his honor, but it had an unfortunate fate, being banished from Trafalgar Square to a less notable quarter. A reviewer recalls that Herbert Spencer told the story of this first memorial in a striking fashion fifty years ago by putting his views in the mouth of a supposed visitor commenting upon the strange ways of the English. He was made to say that:

"The distribution of monumental honors was indeed, in all respects, remarkable. To a physician named Jenner, who by a mode of mitigating the ravages of a horrible disease, was said to have rescued many thousands from death, they erected a memorial statue in one of their chief public places. After some years, however, repenting

THE DAHLIA

(From The Country Bard)
I never knew the dahlia bloomed so sweet
Till I saw one in your old-fashioned plot.
When still you try
To keep old things alive;
Old faiths and sentiments,
And flowers that knew their day
When bonnet-strings and crinolines
Were fresh,
Romance as formal as forgotten valentines.
For you who love them yet
All these are left, plaintive and fragile
In the hands of time.
Who come again into your garden
When you are there alone.
Each summer in remembrance
The dahlia blooms,
Nodding in queenly state,
Breathing of old things:
Lost days and nights,
Romance gone by.

IN LIGHTER VEIN.

Classified.
Edith—How does Jack make love?
Ethel—Well, I should define it as an unskilled labor—Boston Transcript.

Bad Luck For Someone Else.
"Do you believe in wishbones, Uncle Eben?"
"Well, child, it's a sign of mighty good luck to have a fresh one in your pocket every day or two."—Boston Transcript.

One of His Sane Interventions.
Asylum Visitor—If you really are a madman, tell me how you came to lose the battle of Waterloo.
Inmate—Sir, I make it a rule never to talk shop.—Boston Transcript.

A Gentlewoman's Gentlewoman.
Justine, did you tell the dressmaker that I wanted a new hat?
Lady's Maid—I had her told, madame, that neither of us was at home, as I owe her a little bill myself.—Sane Gene (Paris).

Complete in One Read.
"You're a picture," ventured the fresh young man, taking a seat beside the pretty girl.
"A moving picture," she responded, changing to a place across the aisle.—Boston Transcript.

A Modern Son.
Father—Why, when I was a young man, it was no uncommon thing for a youngster to start as a clerk, and in a few years own the business.
Son—Yes, I know, but that was before registers were invented.—Windsor Magazine.

Audience In Worse Case.
Miss Small (who took part in amateur show)—Oh, I'm so tired; I had to stand nearly so much as we did.—Boston Transcript.

Positively Won't.
"Conseils," says an orthopedist, "are the fat man's only hope and we presume if we must we must, but we want it understood once and for all that we'll never hope for any corner unless we may cut our own head in or laced up or whatever they call it."—Buffalo Express.

A DUTY SHIRKED.
(Westminster Gazette).
The Minister of Health calculated that nearly twenty million tons of work were lost owing to ill-health, among insured workers alone, in 1922. To that loss have to be added the vast cost of treating and maintaining people who are unnecessarily ill, and many another item of incalculable proportions, before we arrive at a total of these social evils which could be cured, if we set ourselves to cure them. As if we people refuse to face the logic of this balance-sheet.

MODERN SUPERSTITIONS.
(Toronto Star Weekly).
The tendency of people to almost defy their heredity is illustrated by the stories that still persist about Lord Kitchener.

It is more than seven years since the hero of Khartoum was drowned, yet we have scarcely passed out of the period when many imagined he was alive in some obscure place.

That so great a man, one invested with almost superhuman qualities, should be drowned like any ordinary man or like a rat in a trap, was not believable by simple minds. Just as people of a hero-worshipping type never accepted the truth that General Sir Hector Macdonald, one of the idols of the British army, who was killed by a bullet in the head in a Paris hotel but had his body buried in all parts of the world, fully identified, so the idea that Kitchener had passed from mortal ken has been slow gaining general acceptance.

The ancient Greeks and Romans immortalized their heroes. Even our age has not outlived old superstitions so completely that there are not some who refuse to believe that any ordinary fate apart from treachery, could befall one of the greatest soldiers of our day.

SERVES 40 YEARS IN BRITISH HOUSE.
London, July 20.—(By Mail).—On retirement after 40 years' service as clerk in the office of the sergeant-at-arms of the House of Commons, C. J. H. Shearn has received presentations from Admiral Sir Colin Keppel, sergeant-at-arms, and from personal colleagues in the House. The gifts were accompanied by expressions of hearty good will and deep appreciation of Mr. Shearn's long and faithful service, rendered successively to the late Sir David Erskine and to Admiral Sir Colin Keppel, with their assistants, in the office of sergeant-at-arms. Before entering the House of Commons, where he served under five Speakers, Mr. Shearn was in the audit department of the Great Western Railway.

FAME AND MR. BALDWIN.
(Providence Journal).
Fame travels swiftly, arriving often with no preliminary sounding of trumpets. Sometimes it finds the recipient of its attentions unprepared for the laurel. Offshore still it finds the world almost wholly ignorant of the virtues that it seeks to reward. This is the quandary of the Encyclopaedia Britannica, which has just put to press for its last revision without a line relating to Mr. Stanley Baldwin, the Prime Minister.

GOOD ENOUGH ADVICE, BUT IT WON'T WORK

(Toronto Star).
The advice which Lord Beaverbrook gives through his newspaper, that Britain should adopt the policy of getting out of European affairs and settling all her energies to the development of the Empire, which extends around the world, is advice which is, perhaps, meant more for France to hear than for Britain to heed.

No doubt much could be said in support of the advice tendered. The British flag waves over enough of the earth's surface, and over a sufficient variety of country between the tropic and the poles, with multitudinous products, to call for about all the energies of the affiliated British peoples. And, no doubt, concentrated effort at Empire development would produce satisfactory results.

The difficulty, however, is that no nation can live by itself alone, especially in the world as we have it today. Sooner or later the United States will have to abandon her exclusive attitude. Being differently placed, Britain can scarcely even begin a course which would eventually force the United States to abandon it.

The suggestion that France and Germany should be left by Britain, as they have been left by the United States, to settle their own differences as best they can, and that Britain should no longer distress and injure herself in trying to adjust affairs for them and for the general good of the world, might be regarded as good enough advice, except for the fact that it wouldn't work.

The same advice was given in 1914, and it wouldn't work at that time. It was urged by some at that time that Britain should hold aloof, keep out of the war, range herself alongside the United States and the other neutrals, and allow the continental nations to fight it out to mutual injury.

It was impossible to adopt that course at the time, for it would have resulted in the loss of France and the setting up on the continent, and bordering on the channel, of a gigantic German military and naval power, too powerful for Britain, or even for the world, to stand up against.

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HARVESTERS NEEDED IN WESTERN CANADA

Excursions by Canadian National Railway will be on August 3rd and 17th by Special Trains.

To harvest the bumper crop of golden grain in the West 50,000 able bodied men are badly needed.

The call from the West is for help and more help. The wheat crop is the wealth of the Dominion and it must be successfully harvested and stored for transport.

Low fares will prevail from all points in the Maritime Provinces to Winnipeg, and all points further west. The going dates for these special fares are on August 3rd and 17th, when special trains will leave Moncton at 3.00 P. M. and St. John at 4.40 P. M. via the Valley. The fare from St. John to Winnipeg will be \$20.00 plus half a cent per mile to points beyond in Manitoba, Saskatchewan and Alberta—Edmonton, Calgary, McLeod and East.

The harvest train this year will be of very fine equipment. There will be convertible berth colonist cars of latest design and special car service for women and children so that all may travel in comfort. A specially constructed Lunch Counter Car will provide the best facilities for food and refreshments at very reasonable prices. Trains will be especially conducted and every precaution taken to ensure safe and quick transport. There will be special low fares returning.

Via the Canadian National is the shortest and best route to the West. Intending excursionists should equip quickly to make conditions of travel, etc. All ticket agents of the Canadian National Railway will give the required information.

FARM LABORERS EXCURSIONS VIA CANADIAN PACIFIC RAILWAY.

The Canadian Pacific Railway will again run Farm Laborers' Excursions to the West this year on August 3rd and August 17th. The fare for the going journey will be \$20.00 from St. John and other points in the Province on the line of the Canadian Pacific Railway. From points east of St. John also from points in Prince Edward Island the fare will be made up of the lowest one way second class up to St. John plus \$20.00 and war tax charge additional. For the return journey the fare will be \$24.00 from Winnipeg to St. John and other points in New Brunswick on the line of the Canadian Pacific Railway and to points west of St. John and destinations beyond. Every person purchasing a Farm Laborers' ticket will be furnished with what is called a "verification certificate" and this form when filled in at Winnipeg by a farmer to show that the holder has been hired to work in the harvest gives in Outward Bound a valid ticket from Winnipeg to any point in Manitoba, Saskatchewan and Alberta (but not west of Edmonton, Calgary or McLeod) at the rate of one-half cent per mile with no less charge than fifty cents.

The Canadian Pacific will operate the required number of special trains from St. John, running direct to Winnipeg without change.

Lunch counter cars will also be operated—foods and refreshments at reasonable prices.

Special accommodation on trains will be provided for men and families travelling together; and the Harvesters are assured of every comfort enroute. For further information desire may be had on application to any local agent of the Canadian Pacific Railway.

On numerous occasions two blind men of West Salem, O., attended motion picture performances in that town just to hear the children's laughter at what is flashed on the screen.

BY STEAMSHIP AND RAIL

WHITE STAR DOMINION

Montreal—Quebec—Liverpool

Regina (New) Aug. 4/Sept. 18/Sept. 29
Magnetic Aug. 11/Sept. 8/Oct. 6
Doric (New) Aug. 11/Sept. 8/Oct. 6
Canada Aug. 25/Sept. 22/Oct. 20
"Calls at Glasgow.
"Calls at Belfast Westbound.

WHITE STAR LINE

New York—Quebec—Liverpool
Adantic Aug. 18/Sept. 18/Sept. 29
Celtic Aug. 11/Sept. 8/Oct. 6
Baltic Aug. 18/Sept. 18/Sept. 29
Celtic Aug. 25/Sept. 22/Oct. 20
New York—Quebec—Southampton
Majestic (New) Aug. 18/Sept. 18/Sept. 29
Olympic Aug. 18/Sept. 18/Sept. 29
Homeric (New) Aug. 18/Sept. 18/Sept. 29

RED STAR LINE

New York—Plymouth—Quebec
Antwerp
Sailing Wednesdays
AMERICAN LINE
New York—Plymouth—Quebec
Hamburg
Sailing Thursdays
NAGLE & WIGMORE,
147 Prince William Street, St. John,
or Local Agents.

CANADIAN NATIONAL RAILWAYS

Atlantic Region.

TENDERS FOR RAILWAY CONSTRUCTION.

Sealed Tenders marked on the outside "Tender for Construction of Railway Spur at Hardwood Ridge" will be received at the office of the undersigned until 6 o'clock p. m. on Friday, the 10th day of August, 1923, for the construction of a Railway Spur Line about five (5) miles in length at Hardwood Ridge, County of Sunbury, Province of New Brunswick.

Forms of tender and instructions for tendering may be obtained at the offices of—
The Superintendent, C. N. Ry.,
Truro, N. S.
The Superintendent, C. N. Ry.,
Levis, P. Q.
The Chief Engineer, C. N. Ry.,
Moncton, N. B.
Plans, specifications and form of contract may be seen at the above offices, or copies may be obtained by application to the undersigned on depositing a certified cheque on a chartered bank of Canada for \$10, made payable to the Treasurer, Canadian National Railway, which will be refunded on return of the plans.

The lowest or any tender not necessarily accepted.

L. S. BROWN,
General Manager.
Moncton, N. B., July 21, 1923.

Another member of the firm is B. B. Pettus of Georgia.



Practical Pointers Concerning Wireless in All Its Branches.

For the Notebook.

The simple crystal set requires no battery at all. If it is left in operation at night, it is quite likely to be still on the job in the morning, picking up whatever comes its way.

The use of a horn in connection with the telephone receivers generally does not give good results, unless the signal can be heard well at least one or two feet from the telephone without using the horn.

Radograms.
France has the largest, most efficient

and most powerful radio equipment in Europe.

Important tests with an apparatus to eliminate static from radio signals are being conducted by radio experts of the navy in Washington.

In Germany, a man claims to be able to hear radio messages without the aid of a receiving set, his ear drum vibrating in sympathy with broadcast waves. He, therefore, has to listen two hours a day to stock quotations sent out from the Berlin station.

An experiment in guiding horses by wireless is to be tried on a French race course. On the saddle of each horse there is fixed what looks like a small gramophone horn, but which is really a radio loud speaker. This will repeat the instructions given by the owner or trainer from the stand.

A message was sent recently by a radio amateur at Avalon, Calif., to Auckland, New Zealand, a distance of 6,000 miles. The remarkable feature about it was that the sender used extremely low power—half a kilowatt—for transmission and only one valve was employed in reception.

Why Not The Best
Caloric Pipeless Furnace
Costs very little more than the others, but is well worth it.
PHILIP GRANNAN, Ltd.
Phone Main 365. 568 Main St.

THREE OUTSTANDING SPECIALS
For Men
Men's Oxfords, in Black and Brown, all Good-year Welts, mostly all have rubber heels. Special \$3.95
Men's Boots, Black and Brown, medium and full toes, Good-year Welts and rubber heels. Special \$3.95
Men's "Regal" Boots, Black and Brown—Any style we have in the store. Extra special \$5.75
WIEZELBROS
SUPERIOR FOOTWEAR
Special Sale Women's White Shoes.

More of them at \$1.49
Exactly the same Alarm Clock as we offered you at a bargain a short time ago, and this lot, we also offer at a big reduction. The same excellent
ALARM CLOCKS
Excellent timekeepers, handsomely nickel plated and well made to give you long, satisfactory service. While they last, you can have them at Only \$1.49 each.
EXCEPTIONAL VALUE!
EMERSON & FISHER, LIMITED
BY STEAMSHIP AND RAIL

50,000
Harvesters Wanted
\$20.00 FROM ST. JOHN TO WINNIPEG
Plus half a cent per mile beyond, to all points in Manitoba, Saskatchewan, Alberta, Edmonton, Calgary, McLeod and East.
SPECIAL LOW RATES RETURNING.
GOING DATES—AUGUST 3rd AND 17th.
Leave Moncton Friday, August 3rd. Leave Moncton, Friday, August 17th, at 3.00 P. M.
Leave St. John (via Valley Railway) at 4.40 P. M., August 3rd and 17th.
SPECIAL TRAINS
Through Trains with Lunch Counter Cars Serving Refreshments at Reasonable Prices. Special Cars for Women—Colonist Cars of Latest Design.
TRAVEL THE NATIONAL WAY TO ANY POINT IN WESTERN CANADA.
CITY TICKET OFFICE, 49 King St. or TICKET AGENT, St. John Station. 8-4

50,000
Harvesters Wanted!
Going To Winnipeg \$20.00 plus 1/2 cent per mile beyond to all points in Manitoba, Saskatchewan & Alberta to and including Edmonton, Calgary and McLeod.
Returning From Winnipeg \$25.00 plus 1/2 cent per mile beyond from all points in Manitoba, Saskatchewan & Alberta to and including Edmonton, Calgary and McLeod.
Aug. 3 and 17
Special Trains AND LUNCH COUNTER CARS
Foods and Refreshments at Reasonable Prices.
Travel CANADIAN PACIFIC
G. BRUCE BURPEE, District Passenger Agent, St. John, N. B.