

The Evening Times and Star

ST. JOHN, N. B., NOVEMBER 27, 1919

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AN ILLUMINATING ADDRESS.

The most illuminating address on the whole subject of the roads of New Brunswick that has ever been delivered in this city was that of Hon. P. J. Veniot at the banquet tendered him last evening at the Union Club by the New Brunswick Automobile Association.

The president of the Association described Mr. Veniot as the author of good roads in New Brunswick, and the hearty applause given the minister by the members of a non-political organization was a deserved tribute to a man who frankly admits that he may make mistakes, but who has made it his task to learn the condition of all the roads in the province, and to design and endeavor to carry out a definite policy of road construction and repair. The quality of the work he has done is proved by the fact that after the representatives of the Dominion Highway Commission had come to the province and inspected the work done this year they had returned to Ottawa and recommended that the grant provided by federal enactment be given to New Brunswick, making this the first province in Canada to secure such aid. There could be no finer tribute to the honesty of the effort of Mr. Veniot's department to make a real improvement in the roads.

To those critics who assert that he should improve the roads more rapidly, the minister points out that to put the 3,600 miles of trunk roads and 14,000 miles of secondary trunk roads and branch roads in good condition would require an expenditure of \$42,500,000. To those other critics who want to know what is done with their road taxes, he points out that while \$2,125,000 was spent on the roads in the last three years only \$180,000 of the amount was raised by taxation; and he told of two of these critics who wanted to know what was done with their road taxes until it was shown to them by the record that the amount of one of them actually contributed was eighty cents, and the other fifty cents.

Mr. Veniot put his finger on the source of the whole difficulty in this province when he pointed out that it is the only province which maintains its roads wholly out of help from the municipalities. The limited provincial revenue must provide the money, and if New Brunswick people desire to emulate the state of Maine or Quebec, Ontario, or the states, the municipalities must assume some of the burden. So long as they do not adopt that course, they cannot expect such results as are possible under that system.

But the minister was able to show, and the Automobile Association endorses his statement in that regard, that there has been great improvement in our roads in the last three years, to the extent of the funds available. That is the result of a real road policy, carried out as faithfully as possible, and in this connection Mr. Veniot paid their tribute to his engineering staff and their pride in their efforts to give the province better roads. But, as already shown, the best tribute of all is the verdict of the Dominion Highway Commission, which has put the stamp of its approval on the nature and quality of the road construction work done by the minister and his staff. There are, of course, handicaps in the work. In some sections gravel is not obtainable, and always it must be borne in mind that the funds are not large and must be to some extent spread over thousands of miles of road. New Brunswick has a longer mileage of road per head of population than the other provinces or the United States. This is a fact to be borne constantly in mind.

Mr. Veniot, however, while not yet able to go into details, announced that as a result of Dominion legislation a change will be made in the plans he laid down in 1917, and will result in more rapid improvement of the roads. This is an important announcement, and fuller information will be awaited with keen interest.

Mr. Veniot frankly told his hearers that the rule of the road would not be changed, perhaps for another year or two; because, while St. John and the border counties favor it, the central, eastern and northern counties are very strongly opposed; and he felt that until Nova Scotia could be prevailed on to adopt the change, or public sentiment in this province veered around more strongly in its favor, it would not be reasonably possible to effect the change here.

The minister vigorously denounced the speed fiends who carelessly destroy the roads, and appealed to the Association to co-operate in curing a habit so destructive. He was especially strong in denunciation of the operators of portable mills who wait till the roads are wet and a bit soft in the fall and then haul mills and gear and lumber over them, making them almost impassable for cars and other vehicles. He intimated that it might become necessary to enact a law to deal with them, and intimated a piece of road put in good condition in September but utterly ruined recently by one of these lumber operators.

Concerning the road from St. John to St. Stephen, Mr. Veniot had no difficulty in showing that the shorter road with four miles of bog that could not be

drained was out of the question, and it did not serve the most people. With regard to the shore road, he felt justified in waiting until he was in a position to make it one of the best roads in the province, and that would be done next year, the work beginning as soon as the frost is out of the ground in the spring, and part of the cost will come out of the federal grant. When completed it will be such a road as will delight the tourists as well as the regular travelers along its course.

When the minister had concluded his address his hearers had a much clearer knowledge of the whole subject of roads in New Brunswick, and had the assurance that what has been so well begun in the matter of road improvement will be continued with vigor along definite lines of policy.

THE GUSSER AT WORK.

Reference was made yesterday to the forecast of a "leading politician" given to the Woodstock Press in regard to the result of the next provincial elections, in which it was claimed the Conservatives would carry 21 seats, the Independents (whoever they are) 11, the government nine and the United Farmers seven. The forecast gives the result by counties, and it is interesting to note that while this great prophet elects Conservatives and Independents with great freedom in other constituencies he concedes both Carleton and Victoria to the United Farmers. This, of course, would eliminate the Hon. B. Frank Smith, unless he deserted the Conservatives to become a candidate of the United Farmers. It is a little difficult to understand why his newspaper organ would thus give editorial prominence to a prediction which leaves him bogged among his potatoes. However, after conceding Carleton and Victoria to the farmers the political prophet proceeds to elect two Conservatives in Albert, four in Charlotte, one in Kent, three in Kings, one in Moncton, two in Queens, and one each in Restigouche and St. John county, two in Westmorland, and four in York. The unhappy government will only get two in Gloucester, one in Kent, two in Madawaska, two in Sunbury, one in St. John county and one in Westmorland. The "Independents" will, according to his view, carry St. John city and Northumberland county, and get one seat each in Kent and Gloucester. Besides Carleton and Victoria the farmers are to get one seat in Restigouche and one in Westmorland.

The interesting local feature of this forecast is the assumption that there will be four Independents in the field in St. John and four in Northumberland, besides two in Gloucester and one in Kent. The revolt against the leadership of Hon. James A. Murray is apparently expected to swamp his candidates in more places than St. John. But who will be the Independent candidates in St. John? Will they be Messrs. Campbell, Tilley, Potts and another to be selected? These gentlemen have not been talking lately, but it may be possible they are busy preparing an independent platform on which to appeal to the people. That would be a very interesting development.

The finest tribute, because of the man who paid it, that was paid to Hon. P. J. Veniot last evening was that of Mr. A. G. Batchelder, executive chairman of the Automobile Association. Mr. Batchelder said that since that meeting, when inquiries came to him, as they were coming constantly in his official capacity, as to the character of the roads in New Brunswick, he made this reply: "I can tell you that if the roads are not good now they have a minister of public works down there who is on the job, and he will soon give them the roads."

Speaking in Toronto last week Premier Drury said that the shibboleth of the Peoples' party would be "public service and not private advantage." The farmers would be safe, sane and deliberate, with a sincere desire to serve the people. They would endeavor to unite city and country. Wild experiments in legislation would be shunned. Prohibition would be sympathetically and effectively enforced. The press reports indicate that the new premier is making a very favorable impression by his public utterances since coming into office.

In the evening schools in Sarnia are more than six hundred students. The course includes science, mathematics, household science, languages and commercial subjects. Classes for stationary engineers, automobile mechanics, marine engineers, masters and mates, and a course in art and design will likely be added.

Toronto Globe: Before prohibition came in Boston was preparing to build an addition to the Charles street jail. The work will not now be done. There is plenty of room for all offenders. Everywhere there is the same. Drink and crime are parent and child.



(Copyright by George Matthew Adams.)

HAPPY-GO-LUCKY.

Of I envy Ebenezer, of the ragged coat and hair; he's a headless happy gesser, who has never known a care. All the day he sits and whistles, with his back against the wall, and he cares no jots or tittles what of evils may befall. Dynasties and thrones may tremble, and he doesn't care a hoot; mighty armies may assemble, and the battle bugles too; but the marching of a Caesar on new victories doesn't bother Ebenezer, doesn't jar him worth a cent. While he has his daily vittles he is stranger to a care, and he whistles and he whistles, with the chinchbugs in his hair. All the land is in commotion, every day new problems rise; from the west to western ocean there are mad excited guys; there are spasms, wild, Titanic, every way a man may turn; Ebenezer views the panic, and he doesn't care a dern. Ebenezer sits and whistles, following his lifelong plan, while the papers print epistles from the "Constant Reader" clan, pointing out that Doom is coming to our bulwarks and our shining; and that Nemesis is humming all along the vengeful lines. Ebenezer's view is broader than these visions of despair; while he has his daily fodder, what should Ebenezer care? If there's trouble on the morrow, why go forth that woe to meet? Why should he consort with sorrow, when he has enough to eat?

CANADA—EAST AND WEST

Dominion Happenings of Other Days

BEFORE THE REAL EXPLORERS CAME

Nearly every school boy will answer glibly that Columbus discovered America in 1492 and will add that other men followed in the wake of the hardy adventurer in later years and entered the St. Lawrence and founded the great empire of Canada. But few know that in the years before these came hardy Norsemen had probably visited the shores of the maritime provinces, Labrador and Newfoundland. That, however, is true, for the Sagas—the old records of the Norsemen—tell of the strange experiences of crews of sailors who had ventured far beyond the well known seas of that day and had visited a place they called Vinland.

The Norse came by way of Iceland and Greenland in the years following 872. One of them had explored quite thoroughly Greenland in 983 and founded a home in one of the deep fjords. Then he went back to his homeland and raised a party to settle in the new domain. His colony of 400 people lived in Greenland for about four centuries.

SHORT SIGHTED MEN.

(Rev. George Scott.)

I hold them but short-sighted men Who look upon their guilty breast And fear the harvest ye now reap, A mist thrust upon their ken, A something of but little worth.

Whose faces set in rigid lines Austere and grim, who groan and sigh, Quick to detect the latent signs Of weaker men's hypocrisy.

Who dare not mingle in a jest For fear contaminations claws Should fasten in their guilty breast And drag them down by changeless laws.

Who dream of tithing mint and rue And gloat upon their pious deeds, Who hold it for a truth most true Their feet shall walk heaven's flowery meads.

Who hold their heads so very high In pious contemplation sweet They cannot see the children die In misery around their feet.

These are dishonest, fools and blind, Unhealthy souls who grope and grope, Poor purblind souls who seek to blind Eternal laws with cobweb rope.

What thou art now so shalt thou be, Not what thou seemest in men's eyes 'Tis life shall mould their destiny And not their broad phylacteries.

Ye fools and blind, ye little know What issues hang upon your trust What fearful harvest ye now reap Who would emancipate the Christ.

Not artificial moods can win A single soul to virtues road, Nor tempt men from the joys of sin To hug a penitential load.

Be men what'er ye strive to be, Red blooded men who sympathize, With bold slaves struggling to be free In bitter mood beneath the skies.

I hold them but short sighted men Unworthy of this honest earth Whose looks are sour and chilling when They hear the jest of kindly mirth.

LIGHTER VEIN

"We'd better not stay here. Let's go to some other cafe."

"What's the matter?"

"I don't think we'll ever get our dinner. I've just discovered that our waiter is the one that I forgot to tip the last time I was in here."—Detroit Free Press.

"Why was it necessary for you to add anything to the voluminous and enlightening remarks already offered on this subject?"

"It wasn't positively necessary," answered Senator Sorghum, "except on my own account. I had to say something to keep the folks out home from thinking I was losing my influence."—Washington Star.

The Wise Doc.

A member of a national medical association tells the following story at the expense of a physician: "Are you sure?" "Are you sure?" "I have heard that doctors have sometimes given wrong diagnoses and treated a patient for pneumonia, who afterward died of typhoid fever."

"You have been woefully misinformed," replied the physician indignantly. "If I treat a man for pneumonia, he dies of pneumonia."—Harpers.

THE FIGHT IN THE WEST.

(Winnipeg Finance.)

Within a short time the citizens of western Canada will have an opportunity of expressing their opinions upon municipal matters of various kinds. At the forthcoming municipal elections, in many centres, the main issue is without question, whether the centres are to be controlled by the "Red" element or by safe and sane administrations. To quote one Red candidate, "This election is the second round in the fight which commenced with the big Winnipeg strike last May." Western Canada is faced with a clean-cut issue—democratic government or irresponsible Sovietism. The Reds have thrown down the gauntlet and make no pretence as to the issue involved. They are determined to secure the power which they covet, and if organization, enthusiasm and hard work can secure that power, it is now within their grasp, unless the Red-level-headed citizens—employers and employees—of western Canada wake up.

The only effective way to combat organization is by counter organization. Our citizens must organize and fight this menace—and this must be done at once. Last minute organizations lack stability. The events of last May and June proved conclusively that the majority of the people will not tolerate mob rule, but it required a very serious series of events to cause the people to realize what was in store for them if the Reds were allowed to run amuck. Is the public memory so short that those events are forgotten? Do the men who threw aside their business for several weeks in order to protect their homes from fire and lawlessness forget? Can any real man who witnessed the dastardly attempts upon the lives of our returned soldiers who were acting as special policemen on the Winnipeg streets forget how near we were to a period of lawlessness which would have been a lasting disgrace to the city of Winnipeg? There are some things which it is well to forget—there are others which should be remembered. One of the things which should be remembered is the very significant fact that the men responsible for the disturbances in May and June are the men who are backing the Red candidates. These would-be Lenin and Trotsky's would still like to see the people existing by permission of the strike committee. The citizens must unite and concentrate their efforts so as to ensure the election of well-balanced men to municipal offices. Good labor representatives would be welcome, but straight Reds have no place in a British community.

UNITED STATES MUST HELP.

(New York Evening Post.)

The fall in sterling exchange to 84, where the market is now, would be \$4.86% in absolute, yet it is not unprecedented. The depreciation thus reflected is between 17 and 18 per cent, and we are told that the British government is prepared to meet the depreciation in the Napoleonic wars. The American paper dollar, measured by the "gold premium" of those days, went to 65 per cent discount on the international market during the Civil War. In both instances the depreciation continued during several years after war was over. In both, it was eventually corrected through a great increase in its export trade.

It is not, therefore, a novel problem which now confronts belligerent Europe in its hour of slow recuperation. The real question is, how far the United States is prepared to give the help which Europe craves to us after 1865. Without it, there are important possibilities. It has not escaped the notice of observant merchants that while Europe's trade is as yet continuing on the war-time balance with the United States, it is getting on a stronger footing with other nations. Sterling exchange in Canada is not depreciated to anything like the extent of its New York depreciation; in the Scandinavian markets, it has this week been quoted close to normal parity. The inference, both for England and for our other allies would be that, while the depreciation of the dollar at New York offers both opportunity and inducement for increasing exports to this country, the same rate—which makes American goods disproportionately expensive in their markets—strongly points out the policy of buying elsewhere than in the United States, as soon as the changing influences of work on foreign trade make such shifting of orders possible.

SEEK A SPANISH GALEON

Every now and then the wondrous and now somewhat fabulous story of the treasure lying at the bottom of the Bay of Tobemory is brought forth to the astonishment of the incredulous world. After seven months' preparation, says the London Daily Chronicle's Tobemory correspondent, Colonel Foss, the director of the expedition, and his staff have placed the diving and dredging plant permanently on the steam lighter and pontoon now anchored near the spot where the old Spanish Armada galleon lies in the bay. The digger has already reached some lead and copper sheathing which may have belonged to the sunken treasure ship, and divers report that the coating of silt over the excavations of 1912, when the operations were suspended, does not exceed an inch for each year which has elapsed. The treasure ship is understood to lie at a depth of from ten to fourteen fathoms, and under from thirty-five to forty feet of sand. Colonel Foss enters on his work anew, confident

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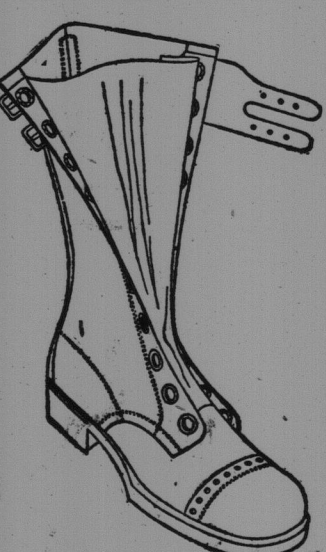


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that the wealth which went down with the galleon is all still there, as the means of taking it from these depths have not hitherto been available. Such wonderful verities surely deserve some sort of compensation, and in these hard times treasure trove will be very welcome.

PUBLIC OWNERSHIP

(Toronto Star.)

The opponents of public ownership seem to have the floor in Toronto just now. First Mr. Vanderlip, the New York banker, came here and told us that he did not believe that public ownership could be a success in a democracy. Mr. E. W. Beatty, president of the C. P. R., offers the same opinion.

But let us not be altogether cast down by these expressions of opinion. It could scarcely be expected that public ownership would be endorsed from either of these quarters. If public ownership of railways is not going to prove as great a success as some of us could wish, we are still able to nurse the hope that it may not prove as great a failure as private ownership of the railways has been over a good deal of the area of Canada and

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It is quite possible that many people will be sadly disappointed next December. They will find that some of the things they intended to get at Birks are sold out.

We ourselves will be sorry, too—but all this can be obviated.

Allow us to explain—Manufacturing conditions this year are such as will make it impossible to duplicate certain lines which are

now complete and awaiting your order. To make sure that your order is shipped exactly as specified, write for the Birks Year Book today.

Make up a list of the Christmas presents you intend to give—then send us your order right away.

In other words, make November your Christmas Shopping Month—everything will be attended to at once, and without any fear of your choice being "out of stock."

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DIAMONDS OF QUALITY MONTREAL

over a good deal more of the area of the United States.

In Canada the public treasury has been forever open, and the work of shovelling out public funds for the relief of private railway corporations has gone on ceaselessly.

It won't do. It could not go on forever. The game is up. Canada is resolved to give public ownership of railways a trial in the belief that in a democracy more things can be done than some people would have us believe. It is the failure, the collapse, of

private ownership of railways that has made it necessary for Canada to buckle into the task of nationalizing most of her railway service. It is from just such situations as this that great developments in the world often take rise.

Nor will those who believe in public ownership take alarm—but quite otherwise—from the fact that those who do not believe in it are clustering to the front at this particular moment and saying so.

The rummage sale conducted yesterday by the St. Monica's Catholic Ladies' Society in the Women's Institute, Union Street, realized the record sum of \$817

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