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MC 2035

The Evening Times and Star

ST. JOHN, N. B., EBRUARY 28, 1923.

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.

Telephones—Private exchange connecting all departments, Main 2417.

Subscription Prices—Delivered by carrier, $4.00 per year; by mail, $3.00 per year in Canada. By mail to United States $5.00 per year.

The Times has the largest circulation in the Maritime Provinces.

Special Advertising Representatives—NEW YORK, Frank R. Northrup, 350 Madison Ave.—CHICAGO, E. J. Power, Manager, Association Bldg.

The Audit Bureau of Circulation audits the circulation of The Evening Times.

A PERFECTLY CLEAR CASE.

It is perhaps worth while to refresh our memories regarding the matter of the Valley Railway, which Premier Veniot and Hon. W. E. Foster urged at Ottawa the other day should be taken over and paid for as part of the national system.

In 1912 a federal subsidy was granted for a railway from St. John to Grand Falls, not to include the bridges over the Kennebaccasis and St. John. In the same year the Dominion participated in the agreement with the St. John and Quebec Railway company to construct this railway from East St. John to a point of connection at or near Grand Falls with the National Transcontinental Railway. The line was to be constructed up to the standard of the National Transcontinental, of which it was clearly designed to form a part. In this agreement also it was provided that the bonds of a company to build the bridges near Perry Point, The Mistake and Andover would be guaranteed. Later the Dominion itself agreed to construct these bridges, at an estimated cost of $3,000,000.

The Company had practically completed the railway from Centreville to Gagetown before any change in the route was made. In 1915, however, the company defaulted and the province took over the work. In 1916 Parliament cancelled the subsidy previously granted, and withdrew from the agreement to build the bridges; but a subsidy was authorized for a railway from Andover to Westfield. The Provincial Government of that day agreed to the change at the request of the Dominion Government, and proceeded to complete the line between Centreville and Westfield. The cost of the whole line was $8,661,000, and the Dominion portion was only $1,011,200. The Province had to assume the rest of the burden, and the amount now outstanding is $7,111,800.

It is perfectly clear that this line was intended to form a link in a transcontinental line with terminal facilities at East St. John. The province acted in good faith and was not responsible for the change made. The work was begun as a national work, and this was recognized. In a report submitted by Hon. J. D. Reid, acting Minister of Railways, in April, 1914, we read:—

"It is urged by the Provincial Government that the route for the railway, which involves these (river) crossings, was selected as furnishing the most direct means of reaching St. John, as affording the best and most economical transportation facilities, and as the only location which would satisfy the requirements of the Grand Trunk Pacific Railway for the utilization of the St. John Valley Railway for transcontinental traffic; further, that the work is national in its character".

It was upon this report the Dominion Government decided to build the bridges across the Kennebaccasis and St. John. The change made in 1916 saved the Dominion this $3,000,000 for the bridges, but took the terminus away from East St. John, left us with a line between Westfield and Centreville only, and threw the burden of over $7,000,000 upon the province, although the Provincial Government was led to believe that if it would agree to the proposed change the Dominion would ultimately take over the railway and assume all obligations.

This is the case for the Province. There is no flaw in it. New Brunswick should be relieved of this burden. There would be the additional advantage to the Canadian National Railways that the Valley Railway would offer them a most desirable means of joining up by a short branch with the New England railway system. The people of New Brunswick have a right to demand that the original intention in regard to this road be carried out and that it be made part of a transcontinental system with terminals at St. John.

FOR CLEAN SPORT.

The sensation caused by the resignation of the leading officials of the Maritime Amateur Skating Association must have behind it facts which the public should know. It is not conceivable that Mr. Frank White, Mr. A. W. Covey and Mr. P. J. Legge would take so serious a step without what they regarded as good reason. Mr. Covey last year questioned the amateur standing of one skater who was featured at the Lily Lake meet, but his contention was not sustained in Montreal. He will now press for an investigation of the amateur skating situation, on both sides of the border. It may be said for Mr. Covey that he has accomplished more for clean amateur sport in these provinces in the last two years than anybody believed possible. He has had to fight those to whom sport is represented by the dollar sign, and they were by no means scarce. He has been misrepresented and charged with failure to convict when the truth was that those who made insinuations or charges failed to produce the evidence. As a result of his courage and persistence, and that of those who stood with him, amateur sport has come back to these provinces. The slate is not altogether clean, but public sentiment is overwhelmingly for clean sport. If now the great sport of skating is threatened with the professionalism or semi-professionalism that has more than once killed baseball in this city, the situation calls for energetic action.

THE WAIL OF THE GRABBERS

The gentlemen who capitalized the New Brunswick Power Company at $5,100,000 when the property was valued at $2,037,000, are still hoping to gather the speculative profits of the transaction, but are becoming alarmed over the manner in which the Civic Power Commission is getting on with the work of providing a civic distribution system. They still want conferences, arbitration—anything at all that will prevent the people from getting what they have three times voted for. They are starting rumors, alleging that the people are becoming alarmed and want a show-down, especially regarding the cost of a distribution system. They ignore the fact that an estimate of $600,000 has been made and that as far as the Civic Commission has gone it has kept away below the estimates. What they want is delay. Events are moving too fast for them. They would like the City Council, which, although it has co-operated thus far, has also caused delay, to refuse to co-operate any more. But this delay costs the city over $300 per day, and the Council cannot afford that luxury. It is not the people who are anxious, but the speculative gentlemen who see their nicely figured profits at the people's expense vanishing into thin air. The people on three occasions told these gentlemen where they fitted, but they are still yelling for help. That is the whole story.

ULSTER PROSPEROUS.

There is a remarkable contrast between the conditions in Northern and Southern Ireland. The latter is torn by dissensions, railway services are interrupted and trade greatly hampered. In the North, on the contrary, business conditions are favorable for a period of prosperity. The Commercial Intelligence Journal says:—

"The official figures of the imports and exports through the Port of Belfast for 1922 show the improvement which is taking place. Coal imported during the year totalled 1,175,000 tons, an increase of 170,000 tons upon 1921. Wheat and flour imports were about the same as 1921—70,000 tons and 80,000 tons respectively—and maize (Indian corn) totalled 166,000, an increase of nearly 7,000 tons. Iron and steel imports were about the same, but timber showed an enormous increase. Linen exported amounted to 30,200 tons as against 28,700 tons in 1921, and linen yarns 4,475 tons as against 2,617 tons. Tobacco exported amounted to 3,574 tons, and there were substantial increases in the tonnage of ropes, cordage and twines shipped from Belfast rope works."

The larger industries of Ulster are agriculture, linen and shipbuilding. Of the first we are told:—"The agricultural outlook is bright. The average price of flax now ranges from 12s. 6d. to 20s. a stone. Farmers at these prices are securing a return of £90 to £110 per acre, or about three times pre-war prices." With regard to the linen industry it is said a cheaper and more abundant supply of flax would be of benefit, and it is possible Russia may resume her old place as the greatest flax-producing country. The increase in the price of cotton has benefited the linen industry, and we read:—"The linen industry, which ordinarily employes 70,000 people in Northern Ireland, is facing the future with confidence. The export trade with the Dominions is growing, and it is believed that the time is not far distant when these countries will absorb as much of the production as does the United States, which in pre-war days took 50 per cent. of the exports." There remains the shipbuilding industry, and of it the report says:—"The shipbuilding industry of Belfast is reviving, and several orders have recently been placed in these yards." All of which is in striking contrast with the state of industry and trade in the troubled South of Ireland.

Those who are interested in trade with South America will be interested to know that Mr. B. S. Webb, Canadian Trade Commissioner in Buenos Aires, is expected to arrive in Canada in the early part of March, with a view to undertaking a business tour of the Dominion. Mr. Webb, says an Ottawa announcement, is not only familiar with conditions in Argentine, but has recently made personal investigations into conditions in the Republics of Chile and Uruguay.

WHAT'S WHAT

By Helen Deale

There is a code of etiquette for church and synagogue, as for all social institutions. Traditional differences exist, such as removing or retaining hat, having men and women sitting apart or together, etc., but reverence in church, meeting house or temple is inculcated by all religions. When to this is added consideration, manners in church become what they ought to be—the most gentle and most respectful of all manners.

When a family has a pew, the father goes up the aisle first, and stands at the pew until the others have entered. He is the last in, as he sits next to the aisle. If alone, a man in an aisle seat is not obliged to surrender this advantage to late-comers at a crowded service. He does not compel them to climb over him in order to get into the pew-space. Rising, he stands in the aisle until the new-comers have passed into the pew, when he resumes the seat he had pre-empted.

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ANCIENT BOOZE.

(St. Thomas Times.)

Somebody has discovered that the word "booze," which is usually regarded as modern slang, is really a good old English word, dating back as far, at least, as 1580. Edmund Spencer, in his "Faerie Queen," describing Gluttony, says:

"And in his hand did beare a bousing can,
Of which he supt so oft that on his seat
His drunken corse he scarce upholden can."

It is well known that many of our modern slang words are really old words restored to service.

LIGHTER VEIN.

Making Game of Her.

"What was that tiresome old explorer talking about?" inquired the languid lady of her young friend.

"Progressive Patagonia."

"And how do you play it?"

Never Stopped.

Lady—"Why did you become a tramp?"

Hercules—"The doctor's fault, mum. He told me to take walks after meals an' I've been walking after 'em ever since."

On the Contrary.

The visitor, left alone with the small boy of the house, commented upon his behavior and exclaimed:

"I suppose mamma gives you something for being a good boy?"

"No," was the reply. "She gives it to me when I ain't!"

One on Dad.

"Mummy," said little Harry, "what are those little crinky things in your hair?"

"Oh, those are called waves, dear," said mother, rather proudly.

Harry turned round and regarded father solemnly. Then he went over to him and patted his bald head.

"Mummy's got the waves," he said to him, "and you've got the beach."

He Took It Well.

The young man had come on his sweetheart's advice to "ask father." He had not met with much success.

"Do I understand," said the young man firmly, "that you absolutely decline to let me marry your daughter?"

"I do!" replied the stern parent firmly.

"Sir," said the young man, reaching for his hat, "will you shake hands on parting?"

"Of course," said the father, surprised into generosity. "And I am glad to see that you take it so well."

"Yes," said the young man, "and I am going to send you a box of cigars, too. You don't know how near that daughter of yours came to having me hooked."—Answers.

VOGUE OF KNICKERBOCKERS.

If knickerbockers for girls are not very popular during the coming Spring, manufacturers of these garments will be disappointed, says a New York paper. The early business placed in them has been good, and re-orders are looked for as soon as the weather becomes mild enough for the sports period to begin. The "knickers" now being offered show several improvements. They are reinforced, have buttons at the side which may be adjusted provided with slash pockets. At the knee there are either single or double buckles which can be arranged so as to exclude dust and yet be comfortable. Some of the models have belts with a sliding catch similar to those used by men. The knickerbockers made of camel's hair appear most favored, but there is a good call for those of velour checks, homespuns and tweeds.

"LI.G.'S" COUNTRY HOUSE

(London Sunday Pictorial)

There are so many exaggerated stories about Lloyd George's new country house at Churt, under the Hindhead heights in Surrey, that I went the other day to have a look at it, though it is not easy to find. It stands on a pleasant bluff, from which Frensham Pond may be seen, and is really a small and modest place in full sight of the road, and not hidden, as alleged. The only pretentious thing about it is the notice which says: "Please prevent dogs from entering the woods." There are no "woods," but just a few scattered trees.

WHAT THE KAISER SAID IN 1914

(Chicago Journal of Commerce).

It was the Kaiser, was it not, who enthused his people in 1914 by telling that that the "conquered" nations would be compelled to pay the expenses of the war he started? Later there was a intimation from the same source that the United States would be similarly despoiled after Europe had been attended to by the German hosts.

NEW ROAD IN THE ROCKIES

Along the Banff-Windermere Road

CANADA has some of the best scenery, but up to last autumn motor touring in the Canadian Rockies was handicapped by a roadless area in the heart of the mountains which stopped all traffic. The building of the Banff-Windermere highway has supplied the missing link, placed the Canadian Rockies on one of America's greatest tourist highways, and opened the way for a great and immediate increase in international motor travel.

This road affords a direct and first-class motor highway from the town of Banff in Banff National Park, Alberta, southwesterly over the continental divide to the Windermere district in the upper valley of the Columbia River.

From the latter locality there is direct access by motor roads to south-eastern British Columbia, to the national parks of the United States, and to the large tourist centres of the Pacific Coast. The rapidly increasing motor traffic to Banff and the Canadian National Parks has thus been provided with a through route, east and west, of an interprovincial character, and one that has more potentialities from a tourist traffic viewpoint than any other western road completed in recent years.

The grandeur and beauty of the scenery of the section of the Rocky Mountains through which the road winds can scarcely be surpassed, particularly in the neighborhood of the Sinclair canyon where the road passes between towering walls of red rock. Game of many kinds is plentiful, and sheep, goat, moose, elk and even bear are so numerous and now so fearless of man that they are often to be seen feeding within camera shot of the moving motor.

The engineering features of the road get their interest from its location in the heart of the Rocky Mountains, its construction through seventy-three miles of virgin mountain and forest country, and from the fact that it crosses two mountain passes.

The general route of the road is southwesterly from Banff, following in succession the valleys of four mountain streams, namely, those of the Bow, Vermilion and Kootenay Rivers and Sinclair Creek. It crosses the main range of the Rocky Mountains via the Vermilion Pass, which was explored by Sir James Hector in 1858, when with the Palliser expedition, seeking a route through the Rockies for the Canadian Pacific Railway. A western range of the Rockies, namely, the Brisco Range, is crossed by the Sinclair Pass. In the Vermilion Pass the road reaches an altitude of 5660 feet, and in the Sinclair Pass an altitude of 4950 feet. On its westerly course in reaching these two passes, it climbs a total of 2626 feet and descends a total of 4205 feet. Despite this considerable rise and fall in elevation, the grades obtained are remarkably low, the maximum being some 400 feet of nine per cent., with an average grade of three per cent.

The total length of the road is ninety-three miles.

COMMENT ON NEW C. N. R. DISTRICTS.

(Halifax Chronicle.)

The Moncton Transcript which, by reason of its close association with the operation of the Intercolonial Railway, speaks with special knowledge of the situation, very properly asks that in fairness the Maritime Provinces should be informed of the economic reasons for making Riviere du Loup the dividing point between the Eastern and Central Districts of the Government road. It does not appear, as it says, to be the natural division point.

It is unfair to argue that the old I. C. R. terminated at Riviere du Loup. The Intercolonial, the Transcript points out, was built in sections, which kept moving the terminus farther west as additions were built. While Hon. A. G. Blair was Minister of Railways, by acquiring certain portions and running rights the I. C. R. was run to Montreal. Some years later there was a strong agitation, chiefly in Ontario, that this policy of adding be continued and that the Government road be extended farther west. Therefore it is evident that when Riviere du Loup is referred to as the old terminus, it is merely for the sake of arguing to gain a point which otherwise does not exist.

The Transcript also recalls that "when the present policy of management was under discussion the first division point mentioned was Cochrane, Ontario, and positively this idea did not originate in the Maritime Provinces. It came from the headquarters at Ottawa. The Maritime Provinces ask for Montreal. But evidently some Westerners got their word in immediately after this and succeeded in decapitating the Eastern Division at Riviere du Loup."

There may be reasons in the mind of Sir Henry Thornton for the policy he has adopted, but it will be difficult to convince Maritime people that cutting off the "Atlantic Region" from the main headquarters and chief distributing point of the system is either just to this section of the Dominion or in the interests of the road as a national enterprise.

(Moncton Times.)

In the creation of units or divisions of the Canadian National the people of the Maritime Provinces feel that the interests of these Provinces have not been served. They feel that the Eastern Division should include, besides a part of the Transcontinental, all that part of the system formerly known as the Intercolonial, extending from Halifax, St. John and Moncton to Montreal. They feel that in making the Western terminal of the Transcontinental and Intercolonial at Monk and Riviere du Loup, in the woods of Quebec, their rights and interests have been ignored. And feeling this they have the right to demand that the Western termini of the Eastern Division shall be located at points of importance that will give to this division its proper status and its proper relation to the other divisions. The making of such a demand is not political interference such as is generally condemned. It is a mere assertion of well established rights.

A successful high tea was held yesterday in the Germain street Baptist Institute by the Willing Workers of the church. The tables were artistically decorated and presented an attractive appearance. A substantial sum was realized and will be utilized for missionary causes and also to swell the church organ fund.

SAYS PROHIBITION PROVES A SUCCESS

Rev. H. R. Grant and Inspector Tracey Declare Conditions in Halifax Improved.

(Halifax Chronicle)

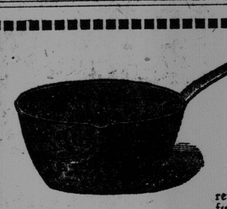
While admitting that the drink evil had not been entirely dropped, Inspector E. S. Tracey, in an address delivered at a meeting held at the Y. M. C. A. yesterday afternoon, claimed that conditions in Halifax were improving beyond all expectations. When he first assumed the office of liquor inspector, he said, he had been told that he had an impossible task ahead of him, but a review of police court records since that time proved that his work had not been in vain.

He strongly denounced the practise now in vogue by a small proportion of medical men, whom he said were making substantial livings without even stirring from their offices, by issuing liquor prescriptions. He denounced as a menace the manner in which medical men are able to obtain, through personal prescription, any quantity of liquor from the vendors commission. Doctors should not be permitted, he said, to issue prescriptions for themselves for any greater amount than they would issue for their patients. He believed doctors should be limited to twenty-five scripts per month, and only until some such a step was adopted, he concluded, would the wholesale distribution of liquor be decreased.

The indiscriminate issuing of liquor prescriptions, and the fact that in certain municipalities incompetent officials were administering the prohibition laws were, according to Dr. H. R. Grant who followed the inspector, the chief reasons for the hindering of prohibition in this province. The remedy for these evils, said Dr. Grant, lay in the cancellation of the licenses of those men who were a disgrace to the medical profession, or drastic action by the inspector-in-chief, who had power to limit the number of prescriptions issued. Those members of the medical profession who so violated their high calling, Dr. Grant contended, were a source of shame to their fellow practitioners.

Considering the fact that the population of Nova Scotia had been drinking rum for the past 175 years, the speaker considered that Halifax had made splendid progress in the clean-up campaign. Prohibition, he said, had been a success, and in substantiation of this statement pointed out that since the prohibition laws came into effect there has been an improvement in public health.

Since the people of Nova Scotia have placed a prohibitory law upon the statues, it should be observed by all classes, he contended, rich and poor alike. There was need for an educational campaign to advance the interests of prohibition, which might well be carried on in the churches, schools and the public press.



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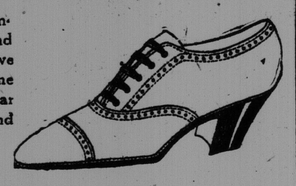

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PROVINCIAL AGENTS

ONE MARITIME DIFFICULTY

(Moncton Transcript.)

It is frequently asked why the Maritime Provinces, despite their natural resources, have not shown greater industrial development and a larger increase in population.

In the last number of the Financial Post of Toronto under the head of "Investors' Inquiries" there were four letters from would-be investors who live in the Maritimes. All asked for information about enterprises located outside of the Maritime Provinces.

Nearly every issue of a Canadian financial journal will indicate that Maritime investors are keenly interested in enterprises in other parts of the world. Distance lends enchantment to the view, and the many instances of Maritime investors having lost money in gold mining, oil or pulp enterprises, over which they could not exercise personal supervision, have had little effect.

But unless people who make enough money in the Maritimes to invest outside their personal business put their surplus in Maritime enterprises progress here must be slow. Moncton is one of the Maritime communities which seriously tries to justify its faith by work for the development of local enterprises.

Napoleon always made his generals stand in his presence regardless of how long they were with him.

The largest bell in use at present weighs 128 tons, it is valued at $180,000.

Ceasar Augustas gave his name to the month of August.

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