

# POOR DOCUMENT

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THE EVENING TIMES AND STAR, ST. JOHN, N. B., FRIDAY, JUNE 2, 1922

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### HALIFAX VIEW OF CONFERENCE

Welfare of That City and of  
St. John Bound Up With  
Each Other.

(Halifax Chronicle.)

The value of such conferences as that now being held by the St. John and Halifax Boards of Trade is not perhaps fully realized. The welfare of one city is so bound up with that of the other that their interests may be called practically identical. The closer co-operation of the maritime members of parliament may well be regarded as essential for the furtherance of maritime province interests. Too often in the past their failure to co-operate has resulted in failure to secure recognition of maritime rights. The rapid growth of the new western provinces and their somewhat spectacular attractions have led to the overlooking of the qualifications of the maritime provinces as homes for immigrants. Diverting a certain amount of immigration to these provinces would be good for them and for the Dominion.

Then there is the question of transportation, the equipment of both cities for a larger portion of the ocean commerce of Canada both incoming and outgoing. The restriction of the preferential duties to goods entering Canada by Canadian ports might reasonably be expected to be to the advantage of both St. John and Halifax, and not to the disadvantage of the rest of Canada, and the feasibility of having this scheme adopted is a legitimate subject of discussion. Warehousing and terminal facilities are also vital questions, and what separate effort might fail to secure, combined effort may win. For these and kindred reasons the conference may well be termed timely and important. The eyes, not only of the people of both cities, but to a degree of all Canada, must be on the deliberations of the delegates. What they recommend may be finally adopted. It is a conference that calls for good-will and good judgment, for a sinking of all narrow aims, and for a broad, true vision of the possibilities of the near future.

The conference has opened most auspiciously. The subjects already discussed and the conclusions already reached are of importance not only to the cities of Halifax and St. John, but to the maritime provinces generally. It is here that the conference may be congratulated. While representing primarily the interests of Halifax and St. John, the delegates have had the good judgment to realize that the interests of these two cities are bound up in the interests of the maritime provinces. What is good for Halifax or St. John is good for the provinces of which they are the capital cities. Conversely what is for the benefit of Nova Scotia and New Brunswick is also for the benefit of Halifax and St. John. The discussions already held have taken a wide range. There has been unanimity throughout and a strong, sane desire to serve the interests of Canada as well as the interests of the maritime provinces.

It is hoped that the conference in Halifax is but the forerunner of many more get-together meetings. The general conclusions arrived at at this conference, while valuable, will need to be followed up. The ports of Halifax and St. John and the provinces of which they are the capital cities, cannot benefit materially unless there is continuous and persistent effort on the part of everyone interested to make known the distinct benefits and advantages which will accrue to Canada by the development and increased prosperity of these maritime provinces.

The utilization of our maritime province ports for the transshipment of foreign trade will be a benefit to these ports, and will not be to the disadvantage of the rest of Canada. The railway freight rates from interior points to ocean ports are the same in all cases, and an importer or exporter in Ontario will suffer no disadvantage in freight charges by patronizing the maritime province ports. It is here that a campaign of education must be undertaken, and it is here that the Boards of Trade of Halifax and St. John can render a service to their respective provinces as well as to the Dominion at large.

congratulate the delegates of the Board of Trade on their coming to Halifax to discuss matters of mutual interest and we welcome them most warmly and most sincerely to their sister city.

LORD INCHCAPE AND  
THE FAMOUS ROCK  
(Toronto Globe.)

Lord Inchcape, who is on his way to India to reorganize that country's finances, first recalls "The Inchcape Rock," Southey's famous poem, and, more recently, the committee on national expenditure, on which he rendered important service in Britain. Formerly known as Sir James Mackay, Lord Inchcape hails from Arbroath, the "Fairport" of Sir Walter Scott's novel, "The Antiquary." He is probably the only peer of the British realm who takes his title from a rock in the sea off the place of his birth. This is the Bell Rock, or the Inchcape, a reef off Arbroath, which in olden times was known as Aberbrothock. It is recorded that the Abbot of Aberbrothock in olden times placed a bell upon the rock "which rang continually, being moved by the sea, giving notice to the sailors of the danger." The Inchcape and his bell form the theme of one of Southey's best known ballads.

Lord Inchcape is a real self-made man. He first went out to the Orient as an apprentice on a sailing vessel, and then worked for some time as a tally clerk on a British Indian coasting ship, a life which is renowned for its severity. He was born at Arbroath in 1858, and, starting life with a patrimony of £2,000, he went to India at twenty-three, and rose to be senior partner in some of the most important firms in the eastern trade. He was a member of council in India, and then a member of the India Council in London. He negotiated the Commercial Treaty with China in 1902. His shipping interests are great, one of his important posts being chairman and managing director of the P. & O.

Although strongly devoted to business, and one who opens with a strong hand and without sentiment, he has rendered many important public services, the latest being as a member of Sir Eric Geddes' committee, which performed the great task of reviewing the whole national expenditure, and whose reports are valuable revelations of Britain's financial position.

Minard's Lignum Lumberman's Friend.



**Ariola Face Cream**

If you wish for a cream delicately tinted with complexion pink, try Ariola face cream. It is excellent for cleansing skin too tender for soap. It lifts out the dirt from the pores, and heals and soothes the skin delightfully. Gives the skin a natural bloom, which is quite indestructible.

THE COMPLETE ARIOLA SERIES  
Face Powder—Compact Powder—Toilet Powder  
Perfume—Toilet Water—Face Cream—Brilliantine  
At your own druggist's or write to us in Montreal.

**La Barre**  
PARIS MONTREAL

Was Willing.  
"Have you any Scotch in you?" asked the man interested in genealogy.  
"No, but I would be glad if you could supply some," replied the man who was interested in spirits.

Too True.  
"Is it true that plaid is all the rage for women's skirts and that church have quite gone out?" asked a country cousin.  
"Rather," was the reply, "there are no checks on women nowadays."

pimples  
and  
boils are caused by  
errors of diet



**Fleischmann's  
fresh yeast corrects  
the cause**

A well-known skin specialist says that pimples are "signal flags of danger" often indicating errors in diet.

Indeed pimples are so frequently associated with faulty habits of eating and improper digestion that the first thing to do is to see that our food is right.

Fresh yeast is a wonderful corrective food for these skin disorders. Fleischmann's Yeast is rich in the elements which improve appetite and digestion and which keep the intestines clean of poisons.

Physicians and hospitals all over the country are recommending Fleischmann's fresh yeast for pimples and boils. It gets right at the basic cause of these complaints.

Eat 2 to 3 cakes of Fleischmann's fresh yeast daily before or between meals to keep your skin healthy. Place a standing order with your grocer.



**New Summer Voile Blouses**

To-morrow \$4.98  
Four Styles Sketched

Exquisite Swiss hand-mades with long sleeves—Dainty lace effects with short sleeves; Sheer snow-white Voiles of fine even texture—imported by us from England; Embellished with dainty pin tucking, embroidering and good laces.

Just the blouses for present wear—for suit, sweater or light separate skirt.

It pays to buy from the maker.

See our Silk Underwear  
at Factory Prices.  
Made in our own workrooms  
of best quality materials.

**D'Alairds**  
Blouses  
81 King Street

### COMMITTS SUICIDE AFTER DISMISSAL

Miss Long Removed as Principal of School After Twenty-Seven Years of Service.

Chicago, June 2.—Feeling against the school board in Elgin, Ill., which was fanned to fever heat at the election two months ago, expressed itself again at an indignation meeting, following the suicide of Miss Mary Elizabeth Long, for twenty-seven years a teacher in the schools of the Kane County city.

Miss Long, who was removed at a meeting of the school board as principal of the Sheridan School—a post she had held for the last fourteen years—ended her life by drinking carbolic acid in her mother's home in Elgin. A few hours later, Mrs. Jennie Long, widow mother of the teacher, wept at the inquest as she declared that the action of the school board alone was responsible for her daughter's act.

As the school board met to pass a formal resolution of regret for Miss Long's death, more than thirty teachers who had either been dismissed or placed on probation by the same order planned to meet in the office of Attorney Frank A. Russell. So many flocked to the gathering, however, that it developed into a popular protest meeting and had to adjourn to a hall, where speeches bitterly assailing the action of the board as "un-American," and charging it with "the murder of Miss Long," were delivered.

A battle, between the present school board, headed by Dr. Edward H. Abbott, and the Elgin Teachers' Association has been waged ever since the birth of the latter organization, two years ago. Miss Long took an active part in opposing the recent re-election of Dr. Abbott and her dismissal followed.

## Mr. Advertiser:

Think for a minute about St. John and Ottawa, in connection with newspapers and advertising.

The population of Ottawa (according to *Might's Directory*) is 143,402.

The population of St. John according to the last census is 47,166 or, counting close suburban territory, say 55,000 to 60,000.

The Ottawa Journal, morning and evening, has a combined circulation of 27,717.

The Ottawa Citizen, morning and evening, has a combined circulation of 29,460.

The Ottawa Journal and Citizen have the A. B. C. audit, which is accepted as the standard authority on circulation by all the agencies and leading advertisers in Canada and the United States.

The *Telegraph and Times (A.B.C. audit)* for the six months ended March 31, 1922 had a combined net paid circulation of 30,461.

Mr. Advertiser: Does not this strike you as a significant comparison?

The *Telegraph and Times* cover the city of St. John and the province of New Brunswick like a blanket, from the advertising standpoint.

Their circle of readers exceeds 100,000 people, practically all the live buyers not only in New Brunswick, but as far east as Amherst and including the Nova Scotia counties across the Bay of Fundy.

Please note that The *Telegraph and Times* are the only A. B. C. papers in New Brunswick. It is suggested to you that the Ottawa and St. John figures given above are worthy of a little study and productive of a little thought.

Advertising is the life blood of business. Circulation, particularly when it is well distributed among every class of buyers, gives advertising the pulling power that keeps the cash register and selling force busy. Advertising is a productive investment. It cuts your overhead by swelling your total sales.

**The Telegraph Publishing Company**  
**The Times Printing & Pub. Co., Ltd.**