

POOR DOCUMENT

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THE EVENING TIMES AND STAR, ST. JOHN, N. B., THURSDAY, MAY 12, 1921

The Evening Times and Star

ST. JOHN, N. B., MAY 12, 1921.

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THE HIGHWAYS.

The Good Roads convention in Halifax should be of nation-wide benefit, bringing together the different provinces to discuss questions of common interest in regard to the extension of an improved highway system, which not only benefits each province but links up each one with its neighbors, and encourages in general and intimate communication. That Nova Scotia, where the convention met, is not to be behind in the task of improving the roads is proved by the announcement of the provincial highways board that within two or three weeks tenders will be asked for the construction of one hundred and sixty miles of federal aid roads. So far as New Brunswick is concerned, Hon. Mr. Veniot was able to tell of a great deal of work done and more to be done this year, under a progressive policy which has divided the roads into four main trunk systems, with which branch roads are connected and which are steadily being brought up to a standard satisfactory to the federal authorities.

The annual report of the provincial road engineer, Mr. B. M. Hill, describing work done during the past year, Oct. 31, 1920, leaves no doubt as to the extent and quality of the work done. The four main trunk systems are:

1.—North Shore, from Port Elgin to Matapedia.

2.—Bay of Fundy, from Cape Tormentine to St. Stephen, connecting with the Prince Edward Island, Nova Scotia and Maine highway systems.

3.—St. John Valley, from St. John river and on to the Quebec boundary.

4.—The central, from St. Stephen to Bathurst, and from Fredericton to Sussex.

The total length of these four routes is 1,207 miles. They are divided into twenty projects, and these again into sections, so that work may be systematized and carried on to the best advantage, looking to a completed system provided in due time at joint provincial and federal cost. If these projects are carried out, the roads will be in a position to handle the traffic of the future, and to make the whole system uniformly good in a short period. Moreover, there is a great mileage of secondary roads which cannot be neglected, but which call for a large annual outlay.

The report of the provincial road engineer does not end with a mere statement of the extent of road work done on every one of the four projects and sections, and the secondary roads, but presents a series of photographs which are a complete answer to critics of government policy. These pictures show sections of road before the work of improvement was begun, and the same sections after they had been put in proper condition. The contrast is remarkable, and the camera pays a very high compliment to the engineers and working staff on New Brunswick highways. If anyone had the patience to go through the detailed statement of mileage of roads improved in all sections of the province last year, the result would be in the highest sense gratifying, and would convince the most bitter opponent of the government's policy that a great deal of valuable work has been accomplished, much of it as nearly as possible a permanent character as road-work which must carry automobile traffic can be made. Hon. Mr. Veniot has proved himself a most energetic and systematic minister of public works, and the roads of the province show steady and notable improvement.

It may be hoped that one result of the convention in Halifax will be a change in the rule of the road in the maritime provinces, especially in New Brunswick and Nova Scotia. The matter has been discussed, and is now before the legislature of the sister province, and the New Brunswick government has authority to make the change whenever the time is deemed opportune. To make the rule of the road here the same as in Quebec and Maine is in every sense desirable, as present conditions cause great confusion and a constant fear of accidents arising therefrom.

The Ottawa correspondent of the Toronto Telegram, in a report dealing with the Wignone letter, says:—"The whole thing occupied only a few minutes, but it furnished political Ottawa with its week-end gossip. The general verdict was that the minister had been stupid, which is not surprising in a New Brunswick. But with those who play the political game the axiom is to be indirect, is a mistake; but to be indiscreet is a political crime for which no penalty is too severe." The inference in this correspondence that all New Brunswickers are stupid is perhaps due to the fact that they are willing to let Toronto glibly use their financial institutions, and that they meekly pay for goods sent here from Toronto and Ontario, the money for which goes to enrich a province that sneers at their stupidity.

A hundred serious crimes committed within forty-eight hours comes near to placing Montreal ahead of New York or Chicago as a wicked city.

Hon. J. B. M. Baxter would be justified in saying that the proposed formation of a maritime board of industry and commerce is a step in the direction of a desirable step, and would show that these provinces are not merely content to sit down and bemoan their fate. The three governments will not be found sympathetic. This action is in line with Mr. Baxter's suggestion to the Rotary Club that to make maritime union a success it must be promoted by business men.

Hatfield, the rainmaker, is either making good in Alberta or a fortuitous combination of elements of moisture in his district at this particular time has produced the rain. If he is really a wizard there will be a general clamor for his services to pull down the moisture in advance of picnics and holidays all over the country. What the production of a needed rainfall would mean to the western crops in dry seasons is beyond computation.

The financial situation in Cuba is still very serious. More banks have closed their doors, and great uneasiness is felt. Hope is expressed that a loan may be placed in the United States to relieve the tension. When sugar was king immense fortunes were made in Cuba, and recklessly spent. Today the conditions are reversed, and the process of readjustment is severely taxing the resources of the island.

The University of New Brunswick does honor to itself by bestowing an honor upon Curator William McIntosh of the Natural History Society. As an educator he has long been doing a most valuable work, not only in his official capacity but in connection with the public schools. It is a work quietly done, but none the less effective, and it goes on throughout the year.

Mr. J. H. Thomas, general secretary of the National Union of Railway Men of Great Britain, got a hostile reception on his arrival in New York. He came to the United States to rest. If Mr. Thomas had come to Canada he would have been treated as a hero, and as a British as well as an American atmosphere.

The emergency tariff bill in the United States, to be in effect for six months, now awaits joint conference of the senate and house, and the signature of President Harding. It will materially affect Canada's export of farm products to that country.

Hon. P. J. Veniot told the Canadian Good Roads Association yesterday that New Brunswick is ready to change the rule of the road as soon as Nova Scotia makes the change. The sister province should promptly accept the challenge.

Halifax did not officially adopt daylight time, but the citizens have proceeded to adopt it on their own account, and there seems nothing for the city council to do but follow their example.

The sale in Montreal of a silver fox pelt from Prince Edward Island for \$310 indicates that this great source of the island's wealth is still worth developing on an extensive scale.

It is estimated that 100,000 tons of American coal has been purchased on English account as a result of the strike of miners. The American miners are profiting by the British strike.

The Fredericton Mail asks why Hon. Mr. Wignone is not taking a holiday in the York-Sunbury campaign. He might at least send a letter.

RADIO INFORMS FARMERS. The recent expansion in wireless service by which daily agricultural market reports are now dispatched to farmers in ten eastern and twelve central states has proved, in the opinion of government officials who are intent upon still further development of the system, that the project once regarded as visionary is entirely practicable. Working in co-operation with the agricultural department, the post office department has given invaluable aid by sending out market reports via its wireless stations at Omaha, St. Louis, Bellefonte, Pa., and Washington, D. C. Each station has a radius of approximately 800 miles, and these stations either directly or indirectly or in conjunction with local radio receiving agencies are capable of reaching every section of the twenty-two states with information relative to weather, prices and conditions at the leading agricultural market centres and shipping points, on the same day that business is transacted. In the territory covered there are more than 2,000 licensed amateur wireless operators and efforts are being made to perfect an organization so that every farmer and all other agricultural interests may receive the reports as soon as possible. The radio signal is "Q. S. T.," which means "call to all stations," or "everybody listen."

The expanded service is the direct outgrowth of the experimental radio market reporting activities conducted by the bureau of markets, with the co-operation of wireless experts in the bureau of standards, who for three months sent out daily "radiomarketgrams" of 400 to 600 words from the station in Washington, D. C., to the various radio stations in the United States.

Newspapers, farmers' organizations and individuals manifested much interest in the service, and with the offer of the post office department to send the reports from its various radio stations the great step in advancement was made possible.

A FANCY FROM FONTENELLE.

(By Austin Dobson.)

The Rose in the garden slipped her bud,
And she stung in the pride of her youthful blood,
As she thought of the Gardener standing by
His hand—so old! And he stood and said:

The full Rose waxed in the warm June air,
And she spread and spread till her heart lay bare;
And she laughed once more as she heard
His hand—so old! He will soon be dead!

But the breeze of the morning blew, and found
That the leaves of the blown Rose
Strewed the ground;
And he came at noon; that Gardener old,
And he raked them gently under the mold.

And I wrote the thing to a random rhyme;
For the Rose is Beauty; the Gardener, Time.

THE COMMON MAN.

He lived just a common, everyday life,
With his own children and only one wife.
Never was known in the news of the day,
Worked all the while without stopping to play.

Went to bed early and got up the same,
And all his days were what was called tame.
Still, he had merit: he cared for his own,
And he taught of others, stood up for them.

Made no one trouble, led in no strife,
Lived a commonplace, everyday life!

Don C. Selts.

COUNSEL TO WORKMEN.

Le Canada: "The miners' strike in England has revealed the danger of making to workmen promises which cannot be fulfilled. These are the promises generally made by Socialists, and they are very dangerous, especially when they are made in the name of the workers' movement."

We are the first to hold that the workman has a right to improve his condition, and that the margin between workers and the rich classes ought not to pass a certain limit. In order to advance toward such a position what must be done? We must improve the general social conditions of the country in order that conditions of life may be better. Individual comfort is not exclusive of the welfare of the community as a whole. Certain workers imagine that the golden age has arrived, and that they have a right to obtain greater comfort and to do less work. This error is born of the selfish situation in which the peoples found themselves immediately after the war. The workmen need to be told unambiguously that the condition can be improved only by a proportionate increase in the general prosperity of the country and by the more vigorous labor of each."

WHERE ARE THE ROMANOFF JEWELS?

The mystery of the disappearance of the famous jewels of the Czar and Czarina of Russia is as yet unsolved. The gem experts of London, Paris and New York have been seeking them for several years, but have not been able to find them.

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MOTHERS' PENSIONS

SUBJECT OF REPORT

Nova Scotia Commission Recommends Passing by the Legislature of an Act Dealing With Problem.

The report presented in the Nova Scotia legislature last week of the commission appointed under the acts of 1919 to consider schemes providing mothers' pensions or allowances, and welfare work, has been a very interesting one dealing with the question at length. The commissioners, Messrs. John McKen (chairman), E. H. Blais, A. T. MacKay (secretary), and J. B. Wisdom, find that the system of granting governmental aid to indigent mothers with young children, developed in a father's support, is universally approved, and already in five Canadian provinces, Manitoba, Alberta, Saskatchewan, British Columbia and Ontario, a system is in operation, as well as in thirty-nine states of Alaska and Hawaii. In the remaining nine states have been given consideration in at least five. Outside of America, Denmark and New Zealand have notable examples of successful legislation of this nature.

The commission concluded early in the investigation that while there were strong arguments to support the granting of pensions or allowance to all mothers who were unable to support their children, it would be unwise and financially impossible for this province to undertake any such scheme at the present time. In the inquiries of public opinion, the commission found that the success of any such scheme would wholly depend upon the care and judgment of the administering body.

In Canada there are broadly two classes of mothers who are dependent upon the state for support. The first class consists of mothers who are unable to support their children, and the second class consists of mothers who are unable to support their children.

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Many floral tributes were sent to the funeral of Theda Margaret Geldart, only child of Mr. and Mrs. Howard Geldart, which was held on Tuesday afternoon from her parents' residence, 88 Winter street, to Cedar Hill, was attended by many. The floral tributes, which were numerous and beautiful, were as follows: Pillow of roses and assorted flowers, father and mother; spray, Mr. and Mrs. O. F. Geldart; wreath, Mr. and Mrs. H. J. McManus; spray, Mr. and Mrs. R. E. Geldart; spray, Mr. and Mrs. W. E. Campbell; crescent, E. A. and S. W. McManus; spray, Mrs. H. Daly and family; wreath, A. H. Haley; spray, Mrs. C. W. Magee and family; spray, Mr. C. W. Magee and family; spray, Mrs. Greta Eagles; spray, Miss Gertrude McKay; spray, Mr. and Mrs. H. A. Porter; spray, Miss Arta Pearson; spray, Mrs. F. L. Kenne; Mrs. E. J. Pratt and Mrs. P. H. McBride; spray, Oyle and Leslie Anthony; spray, Dorothy Dixon, spray, Mrs. J. Whittier.

Ladies' dresses almost given away. See Lesser's adv. on page 7.

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