

THE EVENING TIMES AND STAR, ST. JOHN, N. B., WEDNESDAY, SEPTEMBER 22, 1920

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THE HIGHWAYS

When the Foster government came into power the roads and bridges of the province were in a wretched condition. Today there are long stretches of good roads with good bridges, and all the important roads show improvement. When Hon. P. J. Veniot became the minister of public works all the roads were so bad that for the first year he had largely to content himself with repairing the very worst places. He did more than that, however, for he went over the roads himself, had them carefully surveyed by his engineers, and laid plans for real and permanent construction work. Obviously it could not all be done at once, nor could the long needed repair work of a more or less temporary nature be wholly abandoned. The minister realized, however, that a beginning must be made, and certain much-travelled sections of road were set down for complete reconstruction during his second year in office. That policy has been continued. Any man who now travels by highway from St. John to the Nova Scotia border, or from St. John to Fredericton and Woodstock, or through the northern counties, and knows what is being done on the road from St. John to St. Stephen, will gladly testify to the great improvement made in three years. When the federal parliament apportioned a grant to the provinces for highway work, Hon. Mr. Veniot made this province the first to qualify, and when the federal road engineers came down to survey the road for which the grant was asked they gave it their unstinted approval and the grant was received. It follows from what has been said that if Hon. Mr. Veniot is continued in office the work of improvement will go on until all the roads of the province are in good condition. In so bad condition were they that it took some years to accomplish the work, but a splendid beginning has been made, and today it is freely admitted that the roads of New Brunswick are in better condition than those of Nova Scotia. If it be asserted that too much money is being spent annually the objector is invited to consider the case of Nova Scotia, which this year decided to expend \$13,000,000 in five years upon the roads, with a determination to make them as good as any in Canada. This province may not be able to spend so freely, but it cannot afford to be without good roads. Apart from the advantage to farmers and the increased value of land, the tourist traffic in summer will bring a very large aggregate amount of money into the province. In Nova Scotia our minister has been described as "Good Roads Veniot." That is to the credit of the province as well as the minister. Mr. Veniot has not spared himself. Not even his engineers have a better knowledge of the roads than he, as he has been becoming familiar with the relative needs of each locality. All cannot be dealt with at once, and if any locality is disposed to feel that it is being neglected it should bear in mind that the most urgent work must first be done, and that in due time every stretch of highway will have its turn. Those who are disposed to be reasonable, and are not blinded by partisanship, rejoice at what has already been done and will vote for the continuance in office of a minister and a government who have taken up the work with courage and intelligence. The great task of giving the province a system of good roads, we quote from a recent article on the subject of good roads the following:—"The highways of a country are one of a nation's most important assets and play a large part in colonization and land settlement. The construction of good, serviceable highways, next to the building of railroads, is probably the chief factor in increasing the prices of land, while adequate marketing facilities, in the way of good roads, is an inevitable part of agricultural progress and prosperity. A high grade of public thoroughfare, with a progressive and wide awake policy of maintenance and extension, has a decided bearing on immigration, and the lack of these facilities in the eyes of intending farming settlers, seriously detracts from the aggregation of many inducements. Again, it must be remembered, that Canada's tourist traffic is an important and extensive feature of national wealth, and constitutes the fourth principal source of the country's revenue. As a great part of this touring is done by automobile and this mode of travelling is increasing yearly, it is readily seen that the provision of good trunk roads is necessary in order to keep up the traffic and further encourage it."

The threat of a strike in the Nova Scotia mines just when people were beginning to breathe easier revives fear of trouble in getting a coal supply for next winter.

Without any help from the United States, the Council of the League of Nations goes on doing excellent work, smoothing out difficulties which under other conditions would carry a threat of war between nations.

A WELCOME VISIT.

The visit of President Hanna and the directors of the C. N. R. to St. John has cleared the atmosphere and given the citizens a new outlook. They have made it clear that St. John harbor figures in their plans of development, and that a programme has been prepared which when carried to completion will provide this port with much needed facilities. President Hanna points out that the government already has a large fleet of steamers, and will soon have a larger one and there are only two winter ports on the Atlantic. These ports must be equipped for the business. All the citizens can fairly ask is that the C. N. R. programme be carried out as speedily as possible. The city will be glad to co-operate. With a representative of St. John in the government it should not be difficult to advance the work. Those who met Mr. Hanna and his associates were impressed by their evident desire to have the port properly equipped for the business of the national railways and steamships. It may be hoped that such arrangements may be made in accordance with their plans as will provide some additional space for ocean steamers at city wharves during the coming winter. Their visit should give a new inspiration to any citizen who may have become despondent and ready to adopt almost any expedient in hope of securing harbor development. The really important fact demonstrated by this visit is the hearty recognition of the relation of this port to the national transportation system by land and sea. It remains for the citizens to continue to impress upon the government and the country the congested condition prevailing in the harbor in winter, that the work of improvement may not be delayed. No citizen of St. John need worry about the future of the port if it is given a square deal, and the outlook is decidedly improved. The city is fortunate in having on the railway board a representative who thoroughly appreciates the situation, and who may be relied on to make the strongest possible representation of the case for this national port.

EVERYBODY'S BUSINESS

The men and women of New Brunswick will select on October 9, those who are to administer the affairs of the province for the ensuing legislative term. The matter is of sufficient importance to warrant every elector in taking an active personal interest in the choice of representatives. It is especially desirable that all the candidates be persons who will command public confidence. The women voters, who are less hardened politicians than the men, should take particular care to have persons nominated who can be depended on to guard the public interest. It has too often happened in the past that vote-catching considerations took precedence of merit in the selection. The first consideration with any party should be the nomination of those who would make worthy members of the legislative body. But there is also the choice between parties, and as there will be very many new voters on October 9 it becomes their duty as well as their privilege to consider the record as well as the policy of each party before making a decision. When all the people show a lively interest in a political campaign, and are ready to put the public interest first, the result is much more satisfactory than when the whole matter is left to the politicians. After all the people get as good government as they deserve, for they choose the men who make the laws and conduct the affairs of the province. Let us hope that on Oct. 9 a full vote will be polled and a legislature of strong men chosen.

The vocational training board in Fredericton is preparing for more classes and more students than those of last winter, when some three hundred persons took one course or another. The subjects include shorthand, and typewriting, industrial stitching as done in making footwear, blue-print reading, electricity, commercial arithmetic, millinery, sewing, dress-making and cooking, and there will be a class for older persons who need elementary teaching in school subjects. St. John should be able to have at least as many classes as Fredericton, and a very much larger number of students. The addresses delivered at the Rotary Club on Monday should arouse a keener general interest in the subject which is of such great importance to the community.

Police Matron Ross had occasion to look up a family in this city a few days ago, and found twelve families, representing three different families, living in three rooms. The housing problem in St. John grows more pressing, and the new buildings erected are beyond the reach of those who most need relief.

It is stated that \$20,000,000 has been expended on Canadian main highways in the last five years and that the programme now being carried out in the various provinces will involve an expenditure of \$73,000,000. There are about 35,000 miles of highway in Canada.



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DISEASES AND REMEDIES.

I've tried all kinds of remedies which are supposed to cure disease, and there are some which give relief from anguish, faints, pain and grief. Some pill will drive away the pain, and leave you feeling safe and sane, but only for a while, be sure! There is relief, but there's no cure. The dark green pains will all come back and make your weary sinews crack, and smoking, slide along your bones until you fill the night with groans. Beware the pills, whatever their hue, the green, the purple of the blue, which lull you for a little while, and seem to urge a hopeful smile. For when the aches come back again, as they will come to pillified men, they'll climb your tendons and your thews, and they'll have spikes upon their shoes. There's but one cure for fleshly ills, and that cure's not disguised as pills. The Good Book tells of one old gent who "neath his maladies was bent; he often to the doctors stept, and with his fathers then he slept." And that's the only cure I know for all life's miseries and woes; just cast away the juice of gills, the porous plasters and the pills, the trusses and the liver pads, and go and slumber with your dads.

CANADA—EAST AND WEST

Domestic Happenings of Other Days

ANTICOSTI

The Island of Anticosti is Canada's unknown land, for although the island lies in the River St. Lawrence at a point where that stream widens out to something like 100 miles, less is known about the place than almost any other part of the dominions on this side of the ocean. Unlike the provinces it is the private possession of M. Menier, the chocolate King of France, and almost every year that gentleman pays a visit to his American territory.

It is a kingdom within itself. Possessing about 800 miles of coastline with a length of 140 miles and a breadth averaging twenty-seven miles, it is a possession in which the wild life of the continent thrives where the forest of pulp timber can be obtained and along the shores there is a wealth of the finest fish of the St. Lawrence.

It was in 1855 that Jacques Cartier, the intrepid French explorer, first saw the land but it was not until almost 160 years later that the title to it was given by the French monarch. Then it was presented to Sieur Louis Joliet for his services to the crown. Joliet, however, did not think much of his reward and a critic of the time declared he would much have preferred a small land in France almost anywhere to the wild territory presented by the king. But the adventurer made the best he could of his lot and built a fort there to protect his people from the Indians. His tasks, however, were heavy, and he died before the land came into the hands of M. Menier in 1890 that the territory was in any way developed systematically and thoroughly. He spent much money on it and then, when the revenue returned, he had developed that trade until it is a huge one now.

WHAT WILL THEY SAY TO ME?

(By Dr. Byron Stauffer.)
What will men say of me when I am dead?
Oh, they will say: "He was a funny chap;
He had his faults; he often lost his head;
He blundered much; he made some mistakes;
And wasted strength in many a useless scrap."

I fear all that is true—all that and more—
And little I can do to alter it.
But may none say that, losing, I felt sorry;
Or that in fighting I had fouled a foe;
Or for the truth I failed to do my bit.

Oh, may men say of me when I am dead
That I at least was fair in every fight;
And that my faults were not of heart,
but head;
That, though too often I was harsh in word,
When thus I erred I set the matter right.

If they will say that I stood by the weak,
Never forgetting him whom fate brought low,
That 'twas my habit cheery words to speak,
And when I saw one crushed by sin and shame,
Felt sorry for the man and told him so—

If they will say that little children came
And showed me all their playthings without fear;
That folks with burdens spoke about the same
With open hearts, believing I would hear,
Perhaps the Lord will count my record clear.
—September Good Housekeeping.

IN LIGHTER VEIN.

The Profiteer's Dream.

President Lawrence Lowell, of Harvard, said at a Cambridge tea:—"I shouldn't mind the enormous wealth of our war profiteers if they didn't flaunt it so. Flaunting it—that is their one joy."
"A profiteer and his wife were gliding down Fifth Avenue in a new English car that had cost some \$20,000."
"Gus," said the woman, "don't it grand to be riden' round New York in your own auto like this?"
"It sure is, Maggie," the profiteer agreed. "If only—"
"And he puffed on his long Havana cigar and sighed heavily."
"If only what, Gus?"
"If only, Maggie, it was possible for us to stand on the pavement and see ourselves go by!"

Insufficient Resistance.

Judge—Did the prisoner offer any resistance?
Officer—Only a dollar, yer honor, an' I wouldn't take it.—Singing Bill Bulletin.

Rustic Sympathy.

Curate (discussing the drink question)—"Mind you, I'm fond of a glass of beer, myself, but I can't indulge. It doesn't agree with me."
Rustic (sympathetically)—"Dear, dear! Ain't there no cure?"—Punch.

Unfair Competition.

"How's business?"
"Not so good—thanks to some dishonest rascals who are selling goods at reasonable prices."—Le Journal Amusant (Paris).

THE FAMOUS "LUCK."

(Manchester Guardian.)

After an ownership of 460 years, the stately mansion and estates of Eden Hall, Cumberland, are to pass from the Musgrave family. Sir Richard Musgrave has not lived at Eden Hall for about twenty years, and nearly two years ago it was stated that he had decided to sell the ancestral home, following the disposal of the manors of Kirk Oswald and Lazonby, in Cumberland, Musgrave and Kirby Stephen, in Westmorland, and some of the estates in County Durham. Legal difficulties arose, but Chancery permission now has been given to the breaking of the entail, thus clearing the way for the sale. The house was built about two centuries ago by Sir Philip Musgrave, and stands in a beautiful situation on the banks of the Eden and Eamont near their confluence. The estate which will come into the market comprises virtually the whole of the parish of Edenhall, with a portion of the adjoining parish of Langwathby.

Sentimental interest chiefly attaches to the proposed change by reason of the famous Luck of Eden Hall which has for centuries been associated with north country traditions. The "Luck" is a goblet of Venetian glass, reputed to be of the early fourteenth century, and believed to have been for a period used for sacramental purposes. The legend is that one night when the senechal of the Musgraves went across the lawn to St. Guthbert's Well he surprised a party of fairies dancing round the well glass vessel, which he secured and refused to return. Thereupon the queen of the fairies repeated the well-known prophecy:

If e'er this cup shall break or fall,
Farewell the luck of Eden Hall.

The Luck has been carefully guarded for several centuries.

OLD TIME SONGS.

(From the Omaha Bee.)

Here are some lines for the Old Boys—not the veal youngsters who hum "Dardanella," or "The Girl of Golden Dreams," or "You'd Be Surprised," but a song of the seventies. Those were the days when ballads had the real kick, the days of "Captain Jack of the Horse Marines," of "Shoo Fly" and "Whoo, Emma." Only those who know those songs are qualified to recall the plangency of "The Girl of the Flying Trapeze."

Divers "Old Tops" of the sportive generation that began to sit up, and take notice of the girls and the touching songs that were popular from 1871 to 1881, will thank us for refreshing their memory with the lines that follow:

Once I was happy, but now I'm forlorn,
Like an old coat that's all tattered and worn;
Left in this wide world to fret and to mourn,
Because of a maid in her teens.
The girl that I loved, she was handsome;
I tried all I could her to please;
But I could not please her one-quarter so well
As that man on the flying trapeze.
He'd fly through the air with the greatest of ease—
That daring young man on the flying trapeze.
His movements were graceful—all girls he could please.
And my love he purloined away.

THE BALD EAGLE.

(Manchester Guardian.)

Reuter says that the bald eagle, adopted emblem of the U. S. A., is pronounced to be in danger of extinction. This is a sad news, but it may be some time before the prophecy is fulfilled. Nevertheless, extinction, when it does arrive, may be very sudden. It is said that a negro cowboy, who ate the last brood of captive petrels. The final sanctuary of the great auk was destroyed by a volcanic eruption; and, as America well remembers the last representative of the famous passenger pigeons died in Cincinnati zoo. In 1910 the passenger pigeon, as a wild bird, was certified as extinct; but a female caught in 1909 lived in captivity for fourteen years, its last days being kinematographed and its voice recorded on the gramophone. An eagle in a cage can be trusted to last half a century and perhaps more in America.

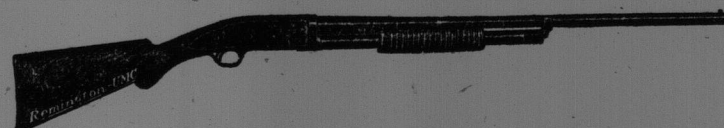
The U. S. A. was not well advised to choose a real bird for their emblem. Such wild fowl as the phoenix or the double-headed eagle are safe from the pot-hunter, and nobody worries about the necessity for protecting the unicorn in its native forests. Of course there is the British lion. When this goes the "dode red" heralds can say with truth that it never was a lion at all. Once the fashion was to call our beast a leopard, and in the early days of the Tower menagerie (London) Blackpool leopards were kept as emblems of the reigning king. Even then it was doubtful—like the mysterious "liver" of Liverpool or the "lilies" of France. Obviously you cannot exterminate a creature if you do not know its name and address, and new States should avoid zoologists when choosing their coat arms.

HOW THE CHIPMUNK DIGS.

(Wm. J. Long in Harper's Magazine.)

For years our naturalists have soberly debated the mystery of the chipmunk's den, how he can construct a tunnel without leaving any fresh earth to betray him; but when it was a boy almost any farmer's lad in the whole country-side could have given instant explanation. "How does the chipmunk dig a hole without leaving any earth at the entrance? Why, very simply; he begins at the other end." And though the answer is true, beyond cavil or gainsaying, some

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