

The Evening Times-Star

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ST. JOHN, N. B., JULY 14, 1924

GRAIN TRADE ROUTE

The port of Vancouver has every reason to be gratified with its development as a grain port. For the ten months ending June 30 more wheat was exported from Vancouver than from Montreal. The Vancouver total exceeded 50,000,000 bushels, which was more than 8,000,000 in excess of the Montreal figure. In connection with the grain trade of Canada and some of the Northwestern United States, The Toronto Globe has an interesting article on the possible relation of the Hudson Bay route to future development. It says the wheat-growing states of the Northwest are beginning to take an interest in the Hudson Bay Railway, and that in North Dakota they are beginning to ask if the Hudson Bay route would not benefit the grain growers more than either the deepening of the St. Lawrence waterways or the use of Pacific ports and the Panama Canal. They point out that grain from Port of the North Dakota-Saskatchewan boundary could be carried to tidewater on Hudson Bay, at a point less than three thousand miles from Liverpool, and there would be no need of trans-shipment as at Duluth on the way to Montreal. The Toronto Globe agrees that if the relative lengths of the various routes were the only factor of importance the Hudson Bay route would be preferable for western grain to either the St. Lawrence or Panama Canal, but there arises the question of the navigability of the Hudson Bay, over which there is a very lively controversy. Opinions expressed by men who might fairly claim to be regarded as authorities on the subject differs so widely in the conclusions reached that the ordinary lay observer is at a loss to know which of them is nearest the truth. The Toronto Globe has a solution which ought to be entirely satisfactory if the country is willing to pay the price. The Globe says: "The Globe still believes that the value of the Hudson Bay route should be tested by actual experiments carried on under the conditions that would attend wheat shipment. A vessel of the sort used in the traffic should be despatched from Liverpool or Glasgow to Churchill or Nelson as early in the season as navigation in the Straits is believed to be practicable. She could make trips from the Hudson Bay ports through the season in ballast, passing through the Straits under the conditions of night and day navigation that would confront wheat carriers. Such a 'try-out' would cost a good deal of money, but it could be carried on by a vessel of the National fleet at little more than the loss sustained last season in ordinary commercial voyages. It is a long time since the inconclusive voyages of the Diana. Before reaching a decision as to the feasibility of the route the country looks for details of voyages carried out under the conditions that would confront wheat carriers engaged in the actual transportation of grain from Nelson or Churchill to Liverpool or Glasgow."

BANK INSPECTION

The bill providing for government inspection of banks has passed the House of Commons at Ottawa and gone to the Senate. The Home Bank affair is responsible for this measure. Mr. J. S. Woodsworth, who is not in favor of either of the old parties, and whose speeches in the Commons have never been received as graciously as he might wish, is at least able to take to himself some credit in connection with the matter of bank inspection. A year ago Mr. Woodsworth moved in the Banking Committee an amendment somewhat similar to that which has now passed the House. He and those who supported him were described as fanatics, but that is not being said today, at least so far as bank inspection is concerned. Under this bill provision is made for an inspector general of banks, to be appointed by the Government, and to report to the Minister of Finance. The supplementary estimates provide fifty thousand dollars for salaries and staff expenses. The suggestion that the inspector general should himself get a salary of \$25,000 per year was not made a part of the bill, but the fixing of the salary was left to the Government. There was considerable discussion, however, over the suggested \$25,000. One member pointed out that the Chief Justice of Canada gets only \$15,000 and Cabinet Ministers \$14,000. It was agreed that a thoroughly competent man must be secured, and Hon. Mr. Robb observed there would be little difficulty in filling the position as there was already a large number of applications. There can be little doubt of the eagerness of many persons to accept the office if the salary were \$25,000. Some members felt that the bill as drawn did not go far enough in the protection of shareholders and depositors, but the House finally adopted it, and the Senate will not doubt follow its example. The establishment of such an office will not

Press Comment

STILL THE SLAVE TRADE

(Christian Guardian.)

It seems strange to read the British Government has announced its intention of strengthening its naval forces in the Red Sea by a division of fast destroyers in order to suppress the slave trade between Africa and Arabia. We thought that slavery had been wiped out long ago, but we are told that native dhows are constantly at work transporting slaves from the Africa coast to the Arabian coast. The British, French and Italian navies have been vessels no guard in these waters, but the case is deemed sufficiently urgent for Britain to detail more fast destroyers for the work.

THE ENGLISH TONGUE

(Victoria Colonist.)

Among publications now taking up the question of the use of pure English conversationally and otherwise is The Fortnightly Review. That publication has an article on the subject from the pen of Margaret L. Woods, who argues that literature is not the mere photograph of speech, but is a thing in itself. It is the aristocracy of language, the element by which language is stabilized, polished and enriched. "If twentieth century poets were condemned to use no other vocabulary than that of twentieth century conversation," she writes, "they would be, in a literary sense, men of very strained means. Our speech-language is a great deal poorer than was that of men born a hundred years ago. The educated man of that generation had a much better and more copious vocabulary than his counterpart today." The writer then goes on to point out that educationists and men of letters on both sides of the Atlantic are seized with the same anxiety about the future of the English language, especially since that language seems destined, like Latin in the past, to be a means of communication for the entire world. She points out that the language in which we are complaining that the language of which they were once proud has now grown to be a mere misce and deformation of speech. The detestable stuff, she says, "is now pouring out of our schools and universities, to the further injury of the English tongue, already suffering from the increased volubility of our race and the spread of Cockney, with its impure vowels and half-sucked consonants." In emphasizing that there still remains a certain standard of literary English in the use of the language of the written word, she asks if the fine organ, the instrument of many pipes, is to be scrapped and if it is the desire of the people to confine themselves to the one scannal pipe of modern conversational English?

GREAT SOURCE OF WEALTH

(Vancouver Sun.)

The manufacture of red cedar shingles is a branch of the Forest Industries of British Columbia of outstanding importance. There are 30 shingle mills in this province and in 1923 these plants manufactured 2,500,000,000 shingles to the approximate value of \$10,000,000. If laid end to end this yearly cut of shingles would reach over 770,000 miles, or more than 80 times around the earth! Approximately 1,000 feet of lumber is required to make 8,000 shingles. B. C.'s annual shingle cut is also provided for 125,000 modern residences.

WANTED: A MARK TAPLEY

(Richard Le Gallienne in McNaught's Monthly.)

It was an English humorist, Charles Dickens, who invented that supreme type of the laughing philosopher, Mark Tapley. Mark Tapley was a kind of Don Quixote of humor. He made it his business to seek out those most desperate situations, in which most people would find little enough to laugh at, and pit his invincible gaiety against their blackest gloom. The drearier the situation in which he found himself the higher his spirits would rise, and the only occasions on which he grew mournful were those which were not gloomy enough to afford a worthy background for his art. He was a priceless creation, and he should be living at this hour, for the food for his mirth was surely never so mysteriously plentiful. How the European situation would make him rub his hands with delight! For, while on every hand the prophets of woe are anticipating the direct happenings, he would contrive somehow to extract sunshine from the inky clouds and gild the storm clouds with rainbows. No more valuable human being could be born just now than a new Mark Tapley. The whole world cries out for him. For while we could well do with a higher percentage of greatness in our statesmen, there is no one we need so much as a new great world-laughter, no humorist on a large international scale. Our humorists are all sectional. We have no humorist big enough to laugh the gloom away with satire, to bring good humor back to the world, and rouse it out of its doleful dumps. If you say that there is not much to laugh at, the spirit of Mark Tapley is ready with the retort that evidently then the more need for laughter.

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IMMIGRATION PROSPECTS

Canada, into which such a heavy tide of migration poured before the war, says the London Telegraph, has been receiving very few new settlers, and the Dominion authorities are now asking that those who go out in the group schemes that have been arranged with the Canadian National Railways, should have a capital of \$200, which is a selective test that few can pass. These figures, we say, are disappointing to those who indulged in rosyate hopes of what might immediately be accomplished under the Empire Settlement Act, but full allowance must be made for the difficult times through which most of the Dominions have been passing.

YESTERDAY IN THE CHURCHES

Miss Olive Rankin, recently returned from Mount Allison Conservatory of Music, where she is a student in voice culture, sang with rich, full voice in Centenary church last evening at the regular service. Her enunciation was perfect. Miss Hiako Koike, of Tokio, Japan, again greatly pleased the congregation with her sweet rendering of a soprano solo, "A Little While." C. H. Cochrane, of West St. John, sang at the united service in the morning at Queen square. Rev. Robert G. Fulton was the preacher at both services. The congregation at St. Bartholomew's Anglican church, Goldbrook, listened with close attention to the sermon preached by Julian A. P. McMann, son of Mr. and Mrs. J. Boyd McMann, of this city, when he conducted the service yesterday. Mr. McMann is a theological student at Bishop's College, Lennoxville, Que., to which he will return in the autumn. He was given an informal reception after last evening's service. Services at Fair Vale were conducted yesterday afternoon by Rev. Dr. S. S. Poole, of Gernmain street Baptist church. The soloists were Miss Minnie Poole and Dr. S. Percival Bonnell. The attendance at Sunday school in the morning numbered 90. The services were held in the Fair Vale Hall and were well attended.

Rev. W. A. Robbins preached at both services yesterday at Ludlow street Baptist church, West St. John. In the evening the ladies' quartette composed of the Misses Dorothy Ruppert, Mae Robbins, Louise and Sadie Burke, sang. The united services of the First Presbyterian and Carleton Methodist churches were held in the Methodist church in the morning and the First Presbyterian church in the evening. The pastor of the latter, Rev. McN. Matthews, being the preacher. In Fairville the Methodist and Baptist churches were united, with the Rev. Jabez M. Rice, Methodist, preaching in the Baptist church in the morning and in his own church in the evening. There was infant baptism in the St. Columba Presbyterian church, Fairville, in the morning. Rev. William W. Townshend, M.A., officiating. He preached in Knox church in the evening. Rev. Robert S. Crip was the preacher in St. Columba in the evening, having taken the service for the united churches of Knox and St. Matthew's in the morning.

BAND CONCERT TONIGHT

The St. Mary's Band will play the following programme on King Square bandstand tonight: March—"Scipione".....Clark Overture—"If I Were King".....Adam Waltz—"Thoughts".....Alford Popular Number—"Bringing Home the Bacon".....Jessel Opera Bouquet No. 8.....Biddood Waltz—"Just a Lullaby".....Jessel Intermezzo—"Wedding of the Rose".....Jessel Popular Number—"You Can Take Me Away From Dixie".....Jessel Selection—"Happy Days in Dixie".....Biddood March—"Left Right".....Hume God Save the King.....Hume Bandmaster H. H. Williams.

DAMAGED IN COLLISION

About 8:35 o'clock last evening automobile 4004, driven by H. D. Carleton, was in collision with the automobile 3239 on the corner of City Road and Wall street. The mud guard of the latter car was broken but no other damage was caused and no person was injured.

McADOO SUPPORTS DAVIS

New York, July 13.—William G. McAdoo, returning here for Europe yesterday, said he would give the Davis-Bryan ticket his "cordial support" and that he would take part in the campaign on his return in September.

Provincetown, Mass., July 13.—The United States submarine S-29, under going standardization trials late yesterday, rammed and sank the 70-foot sailing yacht Miladi, from Marblehead. The accident occurred near the entrance to Provincetown Harbor. The owner of the yacht and his crew of seven were rescued. The S-29 was undamaged, and reported no injuries. The yacht foundered in 80 feet of water.

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Blue-jay

The West St. John police have reported that a two-story building owned by the Thompson estate and situated at 169 King street, West St. John, is in a dangerous condition, and that the matter has been reported to Building Inspector Carleton.

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N. B. MEN NAMED ON EXECUTIVE OF HARDWARE ASSN.

H. M. Stevens, of Amherst, and J. S. Tilton, of St. John, were elected president and vice-president, respectively, of the Maritime Hardware Merchants' Association, which held its twenty-sixth annual convention in The Pines Hotel, Digby, last week. Several St. John people were in attendance, among them Walter Emerson, W. G. Stratton, Percy D. McAvity, R. M. Bartsch, J. F. Tilton, G. Wilford Campbell and George G. Bishop. The following executive was elected: B. A. Taylor, Moncton; Walter Emerson, St. John; W. G. Stratton, St. John; M. O. Crowell, Halifax; G. J. Metcalf, Halifax, and J. S. Fraser, Halifax.

TO HOLD CONFERENCE

A special conference will be held at White's Bluff, this afternoon, between Rev. Robert G. Fulton and the Rev. J. M. McConnell, D. D., superintendent of Methodist missions for the Maritime Provinces. The conference has to do with the work of the Methodist

church at White's Bluff and other parts of the parish.

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