

THE EVENING TIMES-STAR, ST. JOHN, N. B., SATURDAY, MARCH 1, 1924

ROADS CONVENTION IS AT ST. ANDREWS THE LAST OF JUNE

People Expected From All
Over Canada For Big
Meetings

TO BE FIRST TIME
FOR THIS PROVINCE

New Brunswick Preparing
Hearty Welcome For
Many Delegates

The official announcement is made by Russell T. Kelly, the president of the organization, that the eleventh annual convention of the Canadian Good Roads Association will be held at St. Andrews-by-the-Sea, New Brunswick, on June 24, 25, 26 and 27, and he issues a call to all those interested in the development of the Dominion through the extension of good roads to keep these dates free. Special arrangements have been made for the opening of the Algonquin Hotel a little earlier than usual for the accommodation of the delegates who will attend the convention from every province in Canada with their wives and friends, and the whole hotel has been placed at the disposal of the convention officials by the Canadian Pacific Railway Company.

The executive committee of the association, of which S. L. Squire, Deputy Minister of Highways for the Province of Ontario, is chairman, are preparing elaborate plans for the convention, which is Dominion-wide in its scope and which will deal with subjects of interest from coast to coast. This is the first time that New Brunswick has been honored by having the convention in its midst. It has been held in Halifax, N. S., and in Victoria, B. C., as well as in Winnipeg, Toronto, Ottawa, Hamilton, Montreal, Quebec and other big centres of population. Every year the convention is held in a different province, and the benefits that accrue to the municipalities and the province generally through the spreading of propaganda on the importance of good roads, educating the taxpayers as to the necessity of this work being undertaken for development purposes.

Change in Programme

An important change has been made in the drawing up of the programme this year. There will be six business sessions provided for and after the opening one, which will consist of speeches by prominent public men from all parts of the Dominion, each session will be devoted to one particular branch of the road problem only. One session will be devoted to financial questions, and the delegates will deal with many aspects of financing road construction work, the apportioning of aid, the raising of revenue for construction and maintenance, and the fruitful topic of discussion as to who should pay for the roads.

Another session will be set apart for the discussion of administrative questions, the preparation of specifications, which will be particularly interesting in view of the agreement reached at the inter-provincial conference of highway officials recently held in the west as to a uniform formula for cost data. A third session will be devoted to construction matters, at which the different types of asphalt, cement, tar and discussed, with their relative value for certain types of traffic. A complete session will be set apart for maintenance problems—one of the most pressing questions of highway work—the best methods of repair, the efficacy of patrol systems, and the maintenance of bridges and culverts. Traffic and its relation to road work, the taking of traffic census on a systematized plan so as to know what to provide for in selecting material the effect of automobiles and motor truck traffic, and above all, the question of safety, the elimination of grades and curves, the uniformity of lights and signals, and the enforcement of speed and all highway travel regulations will form subject matter for another session.

Co-operation is Aim

The whole object of the convention programme is to bring about co-operation between the builders and users of roads to prevent their abuse, and the practical results secured at the inter-provincial conference at Winnipeg provide the basis for the important discussions that will take place at St. Andrews-by-the-Sea.

The arrangements for the reception of the delegates are already under way. Mr. T. P. Regan, a member of the Executive, working with the Good Roads organization of New Brunswick to ensure that a hearty welcome will be given the delegates and that the convention will be a big success both from a business and entertainment point of view.

The Hon. J. L. Perron, Minister of Highways for Quebec, and honorary president of the Canadian Good Roads Association will motor down to St. Andrews from Montreal. There is a splendid highway all the way over Canadian territory and many delegates will probably undertake the journey in a similarly pleasant manner. The secretary of the Association, George A. McNamee, New Birk's Building, Montreal, has already received notifications of parties of delegates being arranged for, despite the fact that convention date is nearly four months off.

HELD ON CHARGE OF YOUNG GIRL

Fredericton, Feb. 29.—William Harding, aged 54, a tug captain has been arrested on a warrant charged with a serious offence under the criminal code against a girl under 14 years.

The accused is a resident of Lower St. Mary's.

POLITICAL DISPUTE ENDS IN FATALITY

Madrid, Feb. 29.—In the casino at Salamanca a violent discussion on politics arose between two former deputies. The respective supporters of the two deputies joined in the controversy, whereupon one of the principal disputants, Senor Martin Veloz, threatened his adversaries with a revolver. The manager of the newspaper El Adelanto, believing that his father, the other former deputy, was menaced, fired two shots at Senor Veloz, who was fatally wounded.

THE CREAM OF SAM SLICK'S HUMOR

New Volume Presents Best
Creations of the Nova
Scotian Author.

(By Arthur Maurice.)

The fashions in humor change; sometimes the old jests seem as strange as the old styles; the malapropism or the eccentricity in spelling that once provoked mirth is often as puzzling obsolete as the bustle, the crinoline, the skin-tight trousers and the jack boots. Probably the only parts of Mark Twain's "The Innocents Abroad" that the present generation is able to appreciate as they were appreciated by the book's contemporaries are the parts that are based upon the fundamental extravagances, the absurdities that have served for the humor of all ages and all nations. Artemus Ward on the lecture platform is said to have been irresistibly comical. To read one of his lectures today is usually to invite a dull hour. Puzzling at times is the humor of Sam Slick as it is presented in condensation in the volume edited by Ray Palmer and just issued by the George H. Doran Company.

A "Main Street" of the '30s

The editor of this volume compares the impression produced by "The Clockmaker," or the Sayings and Doings of Samuel Slick of Slickville" in

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His day with the impression produced by Sinclair Lewis' "Main Street" "If the reader contemplates the impression produced by "Main Street" and extends it throughout North America and western Europe he will gain some idea of the magnitude of that response and of the reason for it. In fact, Halliburton did merely for the world at large what Mr. Sinclair Lewis, turning the tables on the village solons, has done for the Eastern States. Like "Main Street," "The Clockmaker" stimulates with lively veracity the civilization of its locale. The delineations, compounded of a libel, shimmer on the surface with hard, metallic lustre.

In other words, the buncombe that we have with us today roared lustily in the 1830s and 1840s. "It is true," writes Mr. Baker, "that the pride of the '40s has modulated, among the upper classes, into a philosophic cynicism, urbane and delightful, and that it has developed among the intelligentsia into a flaming revolt against the American tradition; but it is also true that the speeches of some of those high in the councils of the State show that the nationalism of the '20s still lingers and that its appeal is still potent among the multitude. At any



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rate the confusion between size and greatness, between republicanism and democracy, between industry and progress, still persists among the masses. The naive belief, not confined to the vulgar, that the Almighty has manifested Himself more obviously in the United States than in New Zealand shows no sign of recession."

Halliburton's Humorous Exaggerations

Readers nowadays no longer find highly humorous such misspelling as "sals" and "arter," nor do they regard "comeysawer" as a triumph of the wit. On the other hand, some of Sam Slick's humorous exaggerations still

mildly tickle the fancy. He had a gift for hyperbole. On a hot day when he is perspiring so that "he lays the dust" Sam longs to slip off his flesh and sit in his bones. Gravely he yawns about the English nobleman who feels as small as the little end of nothing whittled down, and about the woman whose uncle, a frosty New Englander, is so cool that after she kisses him she has toothache for a week.

Also surprisingly effective are the exaggerations drawn from the phenomena of nature. The new gig, epic and span at the door, shines like the mud banks of Windsor when the sun is on them. The part of a young wife's

hair is "a little path in the forest." Hope is "an alder bush near a ditch in a dyke." In the cheek of the terminant hunger and temper have made "proper strong lines" like "water furrows in a plowed field." Father John's countenance looks "kinder, ryled like water arter a heavy rain." The lawyer's lip is "curled down like a peach leaf that has a worm in it." The face of the Puritan is "lit up with a sickly smile like the sun on a tombstone."

Halliburton's European Vogue

Halliburton was one of the few American or Canadian writers who in his day were read in England. Irving and Cooper were read there because they wrote as Europeans had written. Halliburton was successful because he was so different, because he appeared then as the first American in literature. From 1820 to 1840 European interest in the United States was keen. A line of travelers—authors, scientists, soldiers and diplomats—had recorded their impressions of the New World. Those impressions were not, as a rule, pleasing to American pride. Even less flattering were the portraits whose lines, already fixed, were reproduced by the creator of Sam Slick. Since his representations, tinged with caricature, corresponded with popular conceptions of the United States they met with an immediate and unlimited success.

Mamma Was Peevish

"Well, Ruth," said the little girl's father, "what have you been doing all day?"
"I haven't been doing at all," was the reply. "I've been don'ting most of the time."

Minard's Liniment for Corns

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