

The Evening Times and Star

ST. JOHN, N. B., APRIL 6, 1921.

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A GRIM STRUGGLE.

Great Britain faces an industrial crisis of the first magnitude. The transport workers have unanimously decided to support the striking miners. This suggests that the railway men may do the same, in which case industry and transportation would be paralyzed. Mr. Lloyd George stands firm, and insists that the rest of the country should not be taxed to subsidize the miners, and one spokesman for the latter has intimated that it is ownership of the mines by the mine-workers they are aiming at. A very ugly spirit has developed at some of the mines, and already much damage appears to have been done by flooding, as a result of refusal of the men to keep the pumps at work. Military preparations are being made by the government, as well as arrangements to meet the difficulty which would be caused by a break-down of the food transportation service. The country seems to be settling itself down for a struggle that must come sooner or later, and if both sides stand firmly on their present ground it will be a struggle fraught with great hardship for all classes of the people.

THE COMMUNITY SPIRIT.

According to an address delivered before the Kiwanis Club of Ottawa last week by Mr. G. N. Gordon, M. P., the town of Peterboro presents an example of progressive citizenship which is worthy of emulation. A report of the address says:—

"With regard to Peterboro's development, Mr. Gordon declared that special attention had been given to public health features, that efforts had been made to insure the balancing of a demand for labor and that prominent business and professional men of the city had been encouraged to hold public office. A number of the shrewd business men constituted the public utilities commission, while prominent merchants and employees had been elected to the council. The people had every confidence in the ability and integrity of their decisions. The ordinary office-seeker had been largely eliminated. The physicians of Peterboro gave their services at regular intervals for the treatment of patients in hospitals who could not readily pay for this service, and a better babies' clinic had proved to be a valuable feature. Inspection of milk was rigidly carried out, and there was a public health bureau which undertook various measures to improve the living conditions. The expenses for this bureau were raised through the holding of an annual motor show. Small playgrounds had been established in various parts of the city in preference to one or two large parks. When industries developed which required considerable female labor, steps were taken to have manufacturing enterprise which would provide employment for male heads of families and men generally. This arrangement had worked out advantageously, as Peterboro had suffered little from unemployment except for a short period during the past winter."

One gathers from this recital that the citizens of Peterboro believe in having the best available men in their town council, and that there is a fine community spirit which not only keeps the council up to its work but also continually promoting welfare work along community lines. The ground has no standing in Peterboro. What a fine thing it is when the people of a community get together to promote its interests in every particular from civic administration to individual welfare.

Before the wholesale house of Turnbull & Co. ceased to do business in Ward street, and for years afterward Mr. Joseph F. Merritt was a familiar figure in the neighborhood of South Wharf. Mr. Merritt was also interested in the building of vessels at Moss Glen, and a number of citizens still recall a pleasant day when they went on his invitation to the launching of the barkentine Antila and voyaged on her down the lovely Kennebecasis to a wharf at the head of the harbor. Mr. Merritt was also interested in a modern match factory erected at Moss Glen, but later destroyed by fire. He loved a business venture for its own sake, and was never happy in idleness. His old friends and associates entertain the kindest memories of him.

The paving this year of Douglas avenue, Brussels street and the Marsh road to the One-Mile House will add immensely to the comfort of the citizens and at the same time add very materially to the mileage of paved streets in St. John. This work has long been deferred. It is important that the great roads entering the city should be in good condition. Both Douglas avenue and Brussels street have long been in a disgraceful condition. The people who use City Road, paved last year, and Prince William street, appreciate what a good street surface means.

The Catholic societies of Glace Bay are not satisfied with the enforcement of the prohibitory law there, and will pay the salary of an inspector of their own if the town council will give him the necessary legal authority. Here is a hint for societies elsewhere.

The discussion in Ottawa on the railway situation is not throwing much light on the subject.

THE DANCER

In a rounded dell like a woodland well,
Shut in by a wall of trees,
Where the turf is laid like a carpet made
To capture the roaming bees,
The golden sun looks down upon
The forest with warming smile,
And a spider flings his silver strings
Through the new leaves all the while.

On the glistening green where the sun is seen
The brighter for circling shade,
A dancer turns like a flame that burns
In a fretted chalice laid.
White as a pearl are the robes that whirl
Round her rosy limbs and breast;
So swift and fleet are her dainty feet,
They scarce break a daisy's rest.

One moment she stands with outstretched hands,
A figure of frozen spray,
Then away she goes on her silken toes,
To some unheard roundelay.
The spluttering trees turn in the breeze,
Flowers' tips, glancing
With faces shy, and wondering eye,
To watch Spring's darling dance—
—Carolyn M. Lewis in The New York Times.

IN LIGHTER VEIN

Two salesgirls in a department store were discussing life in general. "What do you suppose is the matter with me, anyway? I'm just sick of living," said one. Said the other: "I am too. Take it from me, you need something to do in our lives among which he loved to spend long hours in country rambles. Burroughs contended that Roosevelt was a good thing for his country that Burroughs had lived, and added that nobody should want any greater praise."

"The trouble with the motion picture," said the critic, "is that it does not bring out the thrilling power of the human voice."

"It doesn't," exclaimed the eminent producer. "You ought to come over to our studio and hear the stage director and the stars bawling one another out."

Necessarily So

"I wonder if they take children in these apartments."

"They must. Some of the rooms aren't big enough for a grown person."

An Easy Solution

"You could get a money without love, could you now, Daphne?"

"No. But I love money."

Who's To Blame?

Mrs. X—Good gracious! Our daughter has eloped with your typewriting young man."

Mr. Y—Well, who's to blame? You wouldn't let me hire a girl stenographer."

Like the Dodo.

"Yes," remarked the high-born caller, "I rather pride myself on the discovery of another hypothesis."

"Indeed?" said Mrs. Newrich, a little doubtfully. "I had an idea they were quite extinct." — Boston Transcript.

GRAMPIAN SUNK AT ANTWERP DOCK

Recent Fire More Serious Than Was Indicated By First Reports

The fire which recently broke out on the C. P. O. S. liner Grampian while in port at Antwerp was more serious than was indicated by the first reports received on this side. According to "Canada," published in London, the fire was not extinguished until much damage had been done and the vessel was eventually sunk alongside the wharf. There was no cargo on board her at the time, as she had been undergoing repairs at the Belgian docks since the middle of January. Although as a result of the accident the liner has been withdrawn indefinitely from the sailing list, no announcement has as yet been made by the company as to her future disposal. Occurring at such a time, the beginning of the busiest season of the year, her loss will cause considerable inconvenience to her owners, who already have had to partially rearrange their summer schedule.

The Grampian, of 10,955 gross tons, was built at Glasgow in 1907 for the Allan Line, later automatically becoming a unit of the Canadian Pacific. The liner had already suffered a serious accident on July 8th, 1919, when on a voyage from Montreal to Liverpool she collided with a large iceberg 45 miles off Cape Race. The vessel's stern was flattened for a distance of twenty feet, two stowies were killed as a result of the impact, their bodies being found among the ruins. Other minor casualties were reported, but 750 passengers and 300 members of the crew miraculously escaped. That the Grampian did not then suffer the fate of the Titanic, with considerable loss of life, was believed to have been due to the decision of the captain to strike the iceberg bow on instead of taking a glancing blow on the side. Although the entire forepart of the ship was smashed in above the water line she was undamaged below, and eventually made the port of St. John's Nfld., under her own steam.

MORNING NEWS OVER THE WIRE

A conference of the Canadian Council of Immigration was held in Ottawa yesterday with Rt. Hon. J. A. Calder, president of the Privy Council, presiding. The meeting dealt with the proposals affecting immigration of women from Great Britain to Canada. No decision was reached. Other matters discussed were the imperial government's scheme of assisted passages to the women of Great Britain and the questions of grants to hostels and of possible changes in the hostels themselves. Among those present at the conference were Mrs. Harold Lawrence of St. John and Mrs. William Dennis, Halifax.

Mrs. Barton, colored, of Acadiaville, near Digby, N. S., had a narrow escape from being burned to death yesterday when the house to which she was confined by paralysis took fire. The alarm was given and Lloyd Barton, a boy who was passing, dashed into the house and got the old lady out just in time. The house was totally destroyed and there was no insurance on it.

THE LATE JOHN BURROUGHS

(The Daily Mail and Empire.)

John Burroughs, who died on Tuesday, was the richest man in the world, according to his own estimate. He had no desires that could not be satisfied, and this rather than great possessions constituted his riches. One of his friends, Henry Ford, said that if you offered Burroughs a million dollars in one hand and the sight of a new kind of bird in the other he would not hesitate a second before choosing to glimpse the bird. He was known to the great millions of Americans as an old man with a white beard who had somehow or other the amazing good fortune to know Thomas Edison and Henry Ford and to make out of a party with them when they took an annual holiday in the woods. Newspapers patiently explained that he was a naturalist, but few of the millions who gaped at him and his friends as they were filmed by the movie boys ever took the trouble to read his books. Not half a dozen of them, we suppose, ever entered the idea that men like Edison and Ford were honored by the comradeship of John Burroughs.

Friend of the Great.

It seems to have been the lifelong experience of this man to be known rather because of his friendship with other men than for his own merits. He was a friend of Lincoln's. He was a friend of Walt Whitman's. The poet and the man who was later to take his true place in the succession of Thoreau, Agassiz and Audubon, lived in Washington at the same time, and Burroughs used to spend most of his Sunday with the Burroughs. He used to roll into the little home soon after breakfast, and talk with Burroughs while Mr. Burroughs went to church. Burroughs usually wanted to talk about poetry, but Whitman preferred that his young friend should tell him about the birds and the trees among which he loved to spend long hours in country rambles. Burroughs contended that Roosevelt was a good thing for his country that Burroughs had lived, and added that nobody should want any greater praise."

Wrote Like Emerson.

John Burroughs would have been eighty-five years old had he lived another week. He was born in New York state, the son of a farmer, and he himself was a farm boy until in thirst of education he became a school teacher to earn the money for a university course. He also earned an intense interest in nature from the time he began to notice any thing, and as a lad he was locally noted for his understanding of bees and frogs. He developed a keen interest in literature as he grew older, and the first things he wrote, which were published by James Russell Lowell in the Atlantic, were so suggestive of Emerson that the editor thought they surely must have been lifted, and later, when Emerson's works to find from whence they had been stolen. He was unable to prove plagiarism, and the essays were published. He subsequently some of them were attributed to Emerson, which was no mean compliment to a writer not far out of his teens.

An Interpreter of Nature.

But thinking it over, Burroughs concluded that he would have to get the "Emerson" muck out of his clothes, and thereafter instead of discussing abstractions he wrote about things he knew—stone fences, haystacks and chickens. He made the discovery, which every other author has made, that it doesn't matter so much what you write about as in it matters how you write about it. People may not be interested in spiders, for instance, but few people who ever pick up Fabre's book on spiders will fail to finish it. The book is as fascinating as any novel. John Burroughs could write about apples as delightfully as Macaulay wrote about bees. He was not a great naturalist in the scholastic sense. He was not a discoverer. He was not even a cataloguer. No new species was discovered by him. He was an interpreter of nature. There is no man living with whom one would more greatly enjoy a stroll in the woods.

A Strong Anti-German.

When told of his death, Henry Ford said his best thing he ever heard credited to Henry Ford. "Well," said Henry Ford, "he used to wonder what it was like beyond, and I suppose he will begin his bearings again as soon as he gets his bearings. There will be birds where John Burroughs is—birds and great trees." His love of nature did not prevent him being keenly interested in other things. No American more keenly perceived the implications of the Great War. He was the first to raise his voice for the Allies. In 1917 he wrote a letter to the New York Tribune in which he said: "I will never again write in modern Germany if I know it. I will favor the exclusion of the German language and literature from our schools and colleges. I would expel unassimilated German from this country. We do not want their ideas or their methods." These words became nationally famous as John Burroughs' "Pledge" to which many thousands of Americans subscribed. There was no better American than John Burroughs. He was not a discoverer, no American writer whose works, so far as one is capable of judging, are destined to be longer remembered.

DIOCESAN W. A.

At a meeting of the diocesan W. A. in Trinity church schoolroom, yesterday, Rev. Canon R. A. Armstrong gave an inspiring address on the Easter message that was first given to women. Mrs. W. J. Roberts, recording secretary, submitted a report, and the resignation of Mrs. Charles Coster, who has been leaflet secretary for twelve years, was accepted. It was announced that Miss Harris of Chiro, Egypt, will be the missionary speaker at the annual meeting. Mrs. G. C. P. McIntyre, treasurer, reported, and Mrs. W. D. Forster announced two new life memberships, Miss Muriel Fairweather of Rothesay and Miss Mary G. Otty of Gagetown. The Dorcas secretary, Mrs. John Hay, told of a bale of supplies having been sent to an Indian school. Miss Portia McKenzie reported for the Junior W. A. Mrs. Frederick Foster for the Little Helpers. Mrs. Clara Schofield as E. C. D. treasurer, and Mrs. W. D. Forster as E. C. D. secretary, also submitted reports. Mrs. J. L. Harrison told of arrangement of the annual meeting programme. Mrs. G. A. Kuhring presided.

The W. C. T. U. meeting yesterday was opened with a devotional service led by Mrs. Mary Seymour. Mrs. J. Blanche Card of Dorchester, provincial "Y" secretary, wrote suggesting that the young people's work of the society should be linked with the C. G. I. T. work and Mrs. J. D. Seely and Mrs. R. D. Christie were appointed a committee to bring the matter before the C. G. I. T. secretary in St. John. The meeting voted \$10 to the fund for milk for needy mothers and children. Mrs. Seymour reported on visiting the Home for Incubiles.

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here, the three local branches of the PROPOSED HAVING THEIR OWN LIQUOR INSPECTOR
Glouce Bay, N. S., April 6.—Disatisfied with the manner in which the Nova Scotia Temperance Act is being enforced powers,

JAPAN'S CROWN PRINCE TO VISIT BRITISH ROYALTY

Will Arrive on May 9—Preparations for Official Reception—Eighteen in Party.

London, March 22.—(Associated Press by Mail)—The Crown Prince of Japan is expected to arrive at Portsmouth on the morning of May 9, and will be met on behalf of the king by the Prince of Wales, who will accompany him to London. For three days the crown prince will be the guest of King George at Buckingham Palace, and for a week subsequently he will be the guest of the government.

The place of residence for the royal visitor has not yet been decided. There will be three banquets in his honor, one by the king at Buckingham Palace on the night of his arrival, one by the Prince of Wales and one by the British government. There will also be a banquet and reception at the Guildhall. On the part of the Japanese there will be a banquet and reception by the embassy and entertainments by the Japan Society and the Japanese colony. Afterward the prince will make a tour of the provinces. He is expected to be in this country about three weeks, and it is thought, will then visit France and other countries of the continent.

The prince's official party will number eighteen in addition to servants and valets. With the Crown Prince will come Prince Kan In, a member of the imperial family, who was selected by the emperor to accompany his son, Count Claude, member of the privy council and former ambassador in London; General Nara, in charge of the prince's military education; Viscount Irie, grand chamberlain; Mr. Saionji, master of ceremonies; the secretary of the Tokio Foreign Office, naval and military aide de camps and two doctors.

The king has appointed the following attaches to the royal Japanese party during the prince's stay in England: Admiral the Hon. Sir Stanley Colville, first naval A. D. C. to the king; General Sir Charles Munro, A. D. C. general to the king, late commander-in-chief in India; Captain Sir B. Godfrey Faussett, equerry to the king, and Messrs. Lamson and Ashton Gwatkin of the Foreign Office.

USE The Want Ad Way

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