

The Evening Times and Star

ST. JOHN, N. B., APRIL 4, 1918.

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THE CLEVELAND PLAN.

The street railway system of Cleveland, Ohio, is operated under city supervision by a private company, the stockholders of which are guaranteed six per cent on their investment—no more and no less. Over and above that, the street car fares are on a sliding scale to take care of the necessary sinking funds, etc. Under this sliding scale the fare may go down to two cents or up to four cents. At present, because of increased cost of maintenance the following scale of fares is in operation:

Four cents cash fare, three tickets for ten cents, one cent transfer. No higher rate than four cents can be charged, or seven tickets for twenty-five cents, with one cent for transfer. The agreement with the city also provides that the company cannot increase its capital value without the city's consent. The city also has the right and power to be informed by inspection of the books, papers, documents, vouchers and property of the company as to the value of the property and cost of service.

It will thus be seen that in Cleveland the principle of municipal control is recognized, and the franchise act provides that in the case of failure on the part of the company to perform its part faithfully the city has prompt and ample redress. To show how clearly the rights of the city are recognized we may quote Sect. 15 of the franchise act:

"At all times during the continuance of the rights here granted, and any renewal hereof, the company shall keep in its office, open to inspection, at all reasonable times, full, true and accurate accounts of all moneys expended and liabilities incurred in connection with said business, and the maintenance and operation of said property, and also complete statistical accounts of its business and operations, which accounts shall be kept in the manner prescribed by the American Street and Interurban Railway Accountants' Association, or as may be provided by law, or by any authority created by law, and the said company shall make and furnish to the city street railroad commissioner monthly reports of its car-mileage and earnings, and such other statements and reports as the said commissioner may from time to time direct; and said commissioner shall at all times have access to and full authority to inspect, examine, audit and verify all accounts, vouchers, documents, books and property of the company relating to the receipt and expenditure of money, and the business done by the company in the operation of its railway."

What is fair and right between the citizens of Cleveland and the street railway company of that city would be fair and right in St. John. When the question comes before the legislature the case of Cleveland should be cited. There the company has a fair and assured return on its real capital value, and the city gets adequate and efficient service at low cost.

ANGLO-AMERICAN UNITY

Anglo-American unity is certain to be brought nearer by such addresses as that delivered last evening by Mr. John A. Stewart of New York before the Canadian Club. Mr. Stewart made it clear that if Germany could have driven a wedge between Britain and her Dominions and the United States she would have done it at the time the English speaking nations were talking of celebrating one hundred years of peace; and he also brought out clearly the fact that after the war the keenest and wholly unscrupulous trade-rival of these nations will be Germany. If, therefore, the world is to be freed from the menace of Prussianism and of German world-domination, the English speaking people must get together. The war after the war will be a war of the spirit, and of ideals, and if the English speaking people are united, the things for which they stand, and which they value as a priceless heritage, will not be overthrown.

The war has brought Canada and the United States very near to each other in sympathy and mutual esteem. The feeling will grow as the great struggle proceeds; for if the American people honor as because of what we have done in the struggle for the life of democracy before their country entered the war, we now look to them to provide the men and the material strength that will turn the scale in the final stakes of the titanic conflict.

St. John is glad to welcome any representative of the American people, and rejoices that old prejudices and doubts have been burned out in the crucible of common suffering and common aspirations for the future of the Anglo-Saxon race. That race stands today across the path of Teutonic ambition and hate, and after the war is over its ideals, if they be unity, will spread throughout the world, for the world's good.

With the arrest of the suspected ring-leaders of the Quebec riots the atmosphere is clearer. There was no disturbance last night. It is also announced that steps have been taken for a more effective operation of the military service act. The worst of the trouble is apparently over.

AT FREDERICTON.

The report of the auditor general is for the year ending Oct. 31, 1917. The Foster government came into power in April, 1917, and the old government is therefore responsible for most of the expenditure of the year covered by the report. The new government had to look after \$175,641 ordinary expenditure chargeable to the previous year and left unpaid by the Murray government. The new government does not conceal the facts. It spreads them on the record. That is something new, and it worries the opposition, who are also amazed that any member on the government side should have the independence to differ from the views of any member of the government regarding any subject whatsoever. The people generally appreciate the change from former methods. They are weary of blind partisanship and humble acceptance of whatever the party leaders choose to offer. The timber land scandals, the Valley Railway plunder, the hold-up of the liquor dealers and other exploits that are now common knowledge have made the people thankful that at last there is a government which takes them into its confidence and really strives to serve their interests.

OUR WAR GARDENS.

It was a happy thought which led to the presence of Mr. Thomas Adams at the organization meeting of the War Gardens Association. Not only was there inspiration in his message, but the garden pictures thrown on the screen, showing what has been done by gardeners in Ottawa and elsewhere will stimulate those who saw them to make the most of local opportunities to produce like results.

The meeting in the court house last evening was most successful. The room was filled with men and women who are deeply interested in the matter of increased production. In naming Mr. T. H. Estabrooks, the right choice as president was made, and the other executive officers, who will include representatives of women's organizations, may be relied on to do their work conscientiously and well.

It is desirable that as many people as possible become members of the Association. They will not thereby get something for nothing, so far as actual outlay of cash for their benefit is concerned, except that they will have the benefit of the advice of a superintendent with a knowledge of what to raise and how to raise it; and they will also be able to get seed and fertilizer at cost, which otherwise they might perhaps have difficulty to get at all; and of course garden plots will be placed at the disposal of those who have none of their own to cultivate.

No doubt a series of prizes will be arranged for, and awarded at the close of the season. It should be possible this year to raise a very large quantity of vegetables, of the sort that can be successfully cultivated in this vicinity. The benefit will be two-fold. The crop will be of value, and the work of cultivation will be a healthful pastime. Mr. Adams gives wise counsel when he points out that in addition to what men and women will do the children should be encouraged to get better acquainted with the processes of nature and the pleasures of gardening.

The new Association is off to a good start. It embraces the city and suburbs, and should be able to give so good an account of itself that its future as a strong and valuable organization, in operation every year, will be assured. Even those who may not be able to join should encourage others to do so, for every vegetable raised this year will be a substitute for food that is sorely needed and must be shipped to famine-threatened Europe, where our sons are doing their part so nobly to preserve the liberties and the institutions which are the heritage of the British race.

Gen. Dumas has assured the people of Amiens that for the moment their city is safe. The German drive failed before it reached Amiens, but the enemy is nevertheless uncomfortably close to the city, and may make another great effort to drive out its defenders.

Italian air squadrons have been doing effective work on the French front. Supremacy in the air has been of great advantage to the Allies in the great battle of the last twelve days.

Whoever has a vacant lot that can be cultivated should either raise a crop this year or place the lot at the service of someone who will perform that national service.

German troops have arrived in Finland. The Finns will find German domination something they had not bargained for.

When our young ladies get their garden uniforms we will all want to wear overalls and carry a hoe.

Let us hope the discussion at Ottawa will result in preventing any further fuel shortage in St. John.

Join the War Garden Association and help to win the war.

S. E. ELKIN ON FUEL CONTROL

Says It Is a Joke; Saint John Conditions

DISCUSSION IN PARLIAMENT

St. John Member Says no Arrangement for Canadian Schooners in United States Ports to Secure Supply—Oleomargarine and the Dairy Interests

Ottawa, April 4.—Consideration of various resolutions by private members occupied the attention of the house of commons until a late hour last night.

Immediate action by the government to prevent the possibility of any fuel shortage during next winter was urged in a resolution moved by Hon. Rodolphe Lemieux. He suggested the exploitation of post bags and oil fields, and the treatment of lignite to relieve the situation.

Declaring that the government should take seriously the matter of fuel control, S. E. Elkin of St. John said that the fuel controller was a joke. Down in St. John they had absolutely no coal, and this was the time when the supply for next winter should be coming in. The fuel controller had made no arrangements for Canadian schooners in United States ports to secure a supply of coal. The fuel controller appeared to be playing into the hands of the Nova Scotia mines.

D. D. McKenzie of Cape Breton advised the government to deal directly with the men who produce coal. He declared that there were magnificent coal deposits in Nova Scotia. The Nova Scotia coal could be converted into coke, briquettes, gas or electricity, and the supply was inexhaustible. The government should make contracts with the mines for a supply of coal, and store it where it was needed. He recommended the use of barges for transporting the coal.

Robert H. Butts of Cape Breton South said that the big trouble was one of transportation. He could not understand references made by other members to a coal scarcity in Canada, and asked if they could explain the reason for the closing of several mines in Nova Scotia during recent years.

Hon. Arthur Meighen in reply expressed the view that Fuel Controller Magrath had handled the situation well last winter, and announced that a conference will be held soon to consider ways and means of increasing coal production in Canada.

Oleomargarine. There was a prolonged discussion of a motion by J. E. Armstrong of Lambton calling upon the government more stringently to enforce the order-in-council regarding the manufacture, importation, and sale of oleomargarine in order that the dairy industry of Canada should be protected.

A considerable variety of opinion was expressed by members as to the operation of the order, some of them expressing the hope that the importation of oleomargarine would not be continued after the war.

The resolution was withdrawn at the request of Hon. T. A. C. Crevier, minister of agriculture, who assured the mover that the government would not do anything to injure the Canadian dairy industry. Mr. Crevier said he was not apprehensive that the dairy industry was going to suffer because the price of oleomargarine was lower than that of butter. He expressed the opinion that the market for Canadian dairy products would broaden after the war.

A Question of Privilege.

William Duff of Lunenburg, N. S., rose on a question of privilege, to deny certain statements made in a local newspaper affecting his loyalty. He commenced to read a lengthy article, but was called to order by the speaker, who

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told him that a brief denial of the statement in the article was all that was needed. Mr. Robert Borden interposed that the member was out of order in rising to a question of privilege at such a time, but Mr. Duff maintained that the member for Lunenburg was in order, provided he cut his remarks very short. Finally Mr. Duff said: "I wish to make a statement in the newspaper." He followed this by referring to his loyalty, but was immediately cut short by the speaker, who said he was out of order again.

The article objected to by Mr. Duff had reference to alleged opposition on his part to the military service act.

BOTHA OR BOURASSA?

(Toronto Globe.)

Amid the grim and graphic cables chronicling another chapter in the bloody battle raging on a fifty-five mile fighting front in France—the crucial struggle between desperate Hun determination to dominate and dauntless and undiminished British resolve to win—the world welfare, a struggle in which thousands of gallant young Canadians are participating this Easter—two significant despatches from wide-apart overseas Dominions found place in the news columns of yesterday's issue of "The Globe."

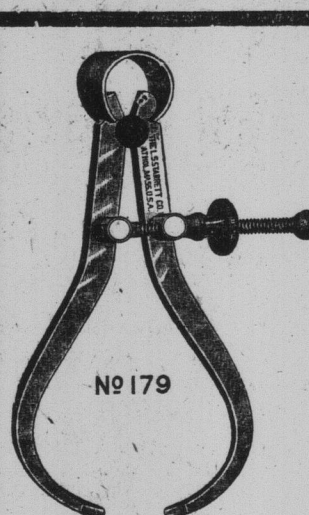
They interpreted the spirit and told the story of some of those descendants of other races, who now share the citizenship of the British Empire, who enjoy the liberty insured by British institutions, and whose fellows are gladly giving service and sacrifice to perpetuate that heritage for generations yet unborn.

One of these despatches came from Cape Town, South Africa; the other from Quebec, Canada. The Cape Town despatch records that General Louis Botha, erstwhile enemy in the Boer War, now premier of South Africa, in the course of an impressive speech to the Parliament of the Union, "expressed the desire to move as an unopposed motion" to tribute to the forces of Field Marshal Haig, bespeaking "our deep sense of the tenacity shown by them in the great battle now progressing." General Botha's resolution concluded: "We are proud to think that our brother South Africans have acquitted themselves like men in this great test. We fervently pray the Almighty to grant success of arms to Great Britain and her Allies, and we trust that the success of the Allies may lead to a lasting peace among the nations of the world."

The Quebec despatch tells that members of the Dominion police and several civilians were injured in a riotous clash between officers and civilians in connection with the administration of the Military Service Act in that city. "A mob of 5,000 persons," the despatch states, "stormed the station in which the officers entrusted with the enforcement of the Act had taken temporary refuge. A summons was sent for the fire department, the calling of the militia was threatened, and the city police had to hold the mob back 'with revolvers in hand.' Again last night, as recorded by despatches in another part of this issue, the tumult was renewed in deliberate and more serious form, and the offices of the Chronicle newspaper, which had criticized the rioters, were raided and destroyed."

Why this contrast between Cape Town and Quebec—this contrast so tragic to Canada. Responsibility cannot lie wholly at the door of our misguided French-Canadian fellow citizens. The gallant service of many of their soldier and sailor sons testifies that their race has lost none of its indomitable courage, none of its rushing heroism. It must be that the home-staying French-Canadian has missed something essentially that has been given in large and noble measure to the home-staying South African. He has not the same appreciation of the supreme issue at stake. He has not the same understanding of the world situation which has to be determined in the clash of cruel combat on the fields of France and Flanders. He does not realize his own stake and the stake of his children's children in the outcome. He has not grasped the fateful fact that victory for the Allies is the only thing which can "lead to a lasting peace among the nations of the world"—a peace based upon democracy, self-determination, and recognition of the rights of minorities and little nations, the very thing for which he contends.

The splendor of Cape Town and the tragedy of Quebec lie, in the final analysis, in leadership. The contrast is the contrast between Botha and Bourassa. The achievement of the Boer in building about him a contented, happy, prosperous, and patriotic people, in bridging the chasm from Krugerism to British liberty, in healing the wounds of war, in discouraging sectionalism and internal strife, in developing national sentiment to its noblest expression, has made his people big and great. To make his people narrow and small seems to lead the spurious "nationalism" which afflicts Quebec. Left by the twisted, tortuous spellings of the electoral campaign of 1911 in "little brief authority," this unworthy demagogue has devoted his energies and abilities to the development of a discontented, unhappy, suspicious sentiment among his compatriots. If there were grievances, he sought to magnify them. If there was schism, he endeavored to widen it. If there were wounds, he salted them. And where there were none he persistently plotted to create distrust, to bring about misunderstanding, to breed sectionalism and strife between race and race and creed and creed. When war came he served the Boche. His extremity was his oppor-



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