

THE EVENING TIMES AND STAR, ST. JOHN, N. B., TUESDAY, JULY 25, 1922

VETERAN AND HIS SON BRING YACHT TO PORT

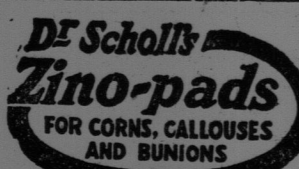
Captain U. H. Lyons, Aged 78, and His Son, an Amateur Mariner, Sail the Hayseed IV. from New York to Halifax.

(Halifax Chronicle.)

A long, low, narrow craft, with a tall, tapering, crooked mast that sports two cross-arms and a jib-headed mainsail, sailed quietly up Halifax Harbor yesterday morning. It was the Hayseed IV, New York yacht recently purchased by Clifford M. Jack of Halifax for racing and pleasure sailing in Nova Scotia waters, and which has been approximately thirty-five days coasting on the voyage.

Two Nova Scotians, one a veteran deep-sea skipper, aged seventy-three years, the other his son, an amateur mariner, brought the big boat here, and it was quite an achievement. The yacht's scant freeboard, lofty spar and large spread of canvas—she made the trip under her regular racing rig—quite that she be handled by expert hands in a seaway, and a crew of six men would find plenty to do when the stormy winds do blow and watches are the order of the day and night.

Capt. U. H. Lyons of Barrington Passage and D. M. Lyons, his son, take a natural pride in their slow but safe trip.



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and from all accounts they greatly enjoyed their experience. The white-haired skipper has been going to sea since he was ten years of age in all sorts of craft, coastal packets, deep sea cargo steamers and sailing vessels of various descriptions, but this is his first experience with a racing yacht.

"There was one day when we were off Wood Island, Maine," said his son, "when father was up forward tying up the jib. With every sea she'd dip right into it, and half the time I couldn't see him for spray and green water. I couldn't leave the tiller and was quite worried about him."

A Strenuous Trip.

"Shucks," retorted Captain Lyons, "you can't lose me. I've been to sea a good many years, and I'm good for more yet." This with a merry little twinkle in his eye.

"We had easterly wind or no wind all the way," said the veteran. "I do believe that we had no more than two hours of westerly on the trip. It was dead to wind almost the whole time. Most always we had fog, and often a flat calm. Of course, with more men on board we could have made better time and would not have been forced to put in along the shore so often. But as it was, we had our share of night-sailing. When we were at sea we both had to be on deck practically all the time and had some pretty long stretches without sleep."

The Hayseed IV. sailed from New York early in June. The binnacle glass in the cockpit floor was clouded and the compass was barely visible, so the skipper rigged a jury binnacle near the companionway and provided a light for it at night time with an electric flashlight. The big mainsail had but one set of reef-points in it, so he sewed in a second series of eyes on his own account. "Twas too big a sail for two men to handle comfortably without the help of a bit," he remarked yesterday.

From New York the yacht proceeded to Fairhaven, thence to Gloucester. From there she sailed for Portland, but a sizer came out of the sea and the storm drove her into Wood Island. Before she made that port her mainsail was torn. The venerable skipper and his son reefed the sail until all the ribs were tucked safely along the boom and there was only a handkerchief of sail left. "It was enough in that blow," said Captain Lyons, "and we made port nicely."

The yacht then called at Portland, Booth Bay and Mount Desert. She sailed from the latter port on Sunday, July 9th, passing Yarmouth Cape next morning at five o'clock, and put into Barrington Passage, where she remained for a week, waiting for the fog to lift and a fair wind to wait her along the coast to Halifax. Last Monday morning the Hayseed sailed for Halifax.

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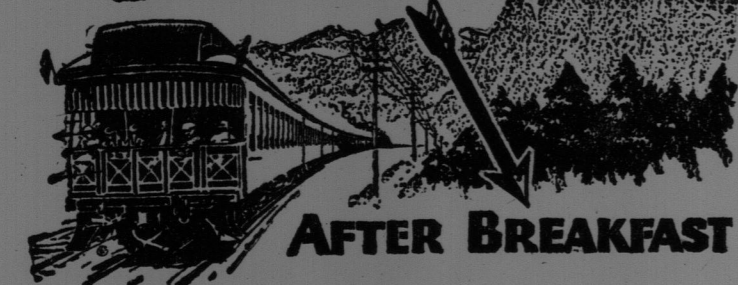
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That night she put into Liverpool and left Tuesday morning for this port, making the run to Meagher's Beach in ten hours with a single-reefed mainsail. Yesterday morning she glided into port, docking at A. N. Whitman's wharf. A bit of a sea kicked up there in the afternoon, so the yacht moved over to an anchorage in Dartmouth Cove, where she spent the night. She will probably sail early this morning for Chester, where Mr. Jack, her new owner, has a summer residence. The yacht came to Halifax to enter at the Customs House for duty purposes on account of her former American registry. The yacht towed her tender all the way to Halifax.

Larger Than Windward.

The Hayseed IV. will provide first-class racing for the champion Windward of the Royal Nova Scotia Yacht Squadron, Halifax, which is designed by the same man, William Gardiner of New York, and which is also of the "Hayseed" class. Hayseed's dimensions are: 44 feet over all; 33.6 water line; 10.6 beam; 6.10 draft. Her Marconi mast measures 60 feet above deck. Her keel is about twelve tons of lead. Like the Windward, the yacht has considerable overhang; in fact, her bow is even more pointed than the Windward's, with a more gradual curve up to her greatest beam. She is somewhat larger than the Windward and is said to carry more sail. For a racing craft, she has excellent cabin accommodation, two broad berths in the main-cabin, galley and pipe-berth forward and berths in the after runs.

The Windward and the Hayseed probably will not meet until Chester Regatta Week, commencing Monday, July 31, when they will be the competitors for the Chester Bay Challenge Cup. They will meet again in Halifax during Carnival Week, racing for the Coronation Cup, now held by the Windward.

A Fast Craft.

"Sail!" said Captain Lyons to an inquirer yesterday afternoon. "Sure she can sail. This little boat has some speed and should keep the other yachts around here quite busy."

"Why, they told us at New York that she won thirty races down that way last season," chimed in his son.

The Hayseed IV. was built by Wood & McClure of City Island, New York, in 1912. She was known as the Miami cargo. She raced in the Great Lakes, then at Marblehead, Mass., and then in Long Island Sound. When she left Marblehead she had one owner, on Corinthian Yacht Club's Sir Thomas Lipton's Cup for thirty-one raters.

Mr. Jack, in bringing this craft to Nova Scotia, has furnished a valuable addition to the yachting fleet of this province and will do much to further the sport in these waters.

URGES CAUTION IN PULPWOOD CUTTING

Demand from United States will be Small, States Quebec Forester.

Quebec, July 25.—That the demand for pulpwood from this province by the United States would not be sufficient to re-establish normal prices this year, contrary to expectations, and that even the bottom had not been reached under the lumber people were very conservative in cutting timber, is the gist of a declaration made by Gustave Piche, chief of the provincial forestry service. "Expectations had been that after the fall in the pulpwood business prices would improve very soon. This would have been logical had it not been for the devastation of some of the forests in the United States by the spruce budworm," stated Mr. Piche. "This plague spread in the majority of the United States forest reserves. In some cases 30 and even 50 per cent of the trees have been attacked. The result is that there are now being cut and will be sufficient to meet the huge demand for pulpwood which had been expected. It is this opportunity to tell the lumber people not to overflow the market, because another crisis may arise. The only way of meeting the situation is to take this opportunity in the timber cutting and reduce it to a minimum."

These declarations of Mr. Piche, who is an expert in the matter, are surprising in view of reports that the depreciation in pulpwood prices was over.

CLUBS IN AMERICA BANE OF THE HOME

Swedish Countess Amazed at Domestic Freedom in United States.

Chicago, July 25.—In Sweden a man cannot telephone home to his wife, telling her he will not be home to dinner, as he plans to remain downtown at the club. First, there are no clubs, and second, the wife would not stand for it. Countess Sirilgaard of Segerstad, on a visit to Chicago, expressed the opinion that there is much more home life in Sweden than in the United States. She was amazed when she heard a boy tell his mother he would prefer to take his Sunday dinner at the club rather than at home.

"Think of it—clubs for children!" she gasped. "In Sweden there are no clubs, either for men or women, and in this country it seems to be all clubs. In Sweden a wife is not out gallivanting around when her husband is at home. She is there to greet him, and she does not think of running out to the movies, leaving hubby at home to take care of the children. She devotes much more of her time to her children than does the American mother."

CANADA NEAR MONTREAL?

Question Asked of Rev. W. Bowman Tucker.

(By John MacCormack, Special Cable from The Gazette's Resident Staff Correspondent.)

London, July 25.—"Where is Canada? Is it near Montreal?" Rev. W. Bowman Tucker, of the Montreal City Mission, says that he was asked the question in Liverpool, during his present visit to Great Britain to raise funds for his mission. This almost eclipses the experience of Miss Cora Hind, western journalist and authority on agricultural subjects, who was compelled to register as an alien in an English provincial hotel, although she explained that she was a Canadian.

Mr. Enright, the police commissioner of New York, was bothered one morning by a critic who pointed out that big thefts are today commoner than ever before. Quoth Mr. Enright, "Please remember that there is a great deal more to steal now than there used to be."

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50c yard Scotch Gingham 32 inch 33c Yd	89c yard Silk Mull Sale 59c Yd	50c pair Boys' Ribbed Hose Sale 39c Pr	39c each Ladies' Summer Vests Sale 25c each
50c each Large Turkish Towels Sale 39c each	25c pair Babies' Socks Sale 10c Pr	\$1.25 pair Ladies' Corsets Sale 89c Pr	50c each Ladies' Summer Vests Sale 35c each
20c yard White Flannelette Sale 16c Yd	75c yard Bleached Sheeting Sale 59c Yd	\$2.50 pair Ladies' Corsets Sale \$1.48 Pr	50c pair Children's Knitted Drawers Sale 25c Pr
	35c pair Children's Black and White Lisle Hose Sale 19c Pr	\$1.25 each Waitress' Aprons Sale 89c each	

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WAR ON FOREST WASTE

U. S. Government Says only Thirty Per Cent. of Wood Goes into Lumber.

"Only thirty per cent. of the wood in a forest now gets into the form of seasoned, unplanned lumber. Of this an additional ten per cent. is lost in the process of manufacture. In extreme cases as little as three per cent. of the wood in the forest may reach the finished product."

This statement is made in a booklet issued by the United States Department of Agriculture, entitled Forest Products Laboratory, describing the work and aims of the experimental laboratory maintained by the Forest Service, in co-operation with the University of Wisconsin, at Madison, Wis.

The booklet outlines how, through investigation and experiment, the laboratory is devising and broadcasting practical commercial methods by which the enormous waste of the country's lumber supply can be reduced. By reducing this waste, it is pointed out, the life of the present forests will be prolonged and the problem of growing new forests made simpler, because by preventing the waste of timber less timber will have to be grown.

Among the various methods studied at the laboratory for decreasing waste of forest products is the treatment of woods and preservations, resisting decay. Through such treatment an annual saving of 1,000,000,000 board feet is estimated to be possible in the case of railroad ties alone, and the preservation of

other classes of timber would, in all aggregate, greatly relieve the drain on our forests.

The Forest Laboratory is a government institution; its advice and suggestions are to be had for the asking, the department says. It presents, according to the booklet, an opportunity for manufacturers, wood users and timber growers to supplement the information obtained by experience and hard knocks with technical data obtained through scientific research.

STRIKES REGARDING BUSINESS REVIVAL

(Ottawa Journal)

All reliable reports about business are encouraging. The trade of the world shows signs of steady improvement. Great Britain exported 302,395,200 square yards of textile fabric in April, as against 186,760,700 for the corresponding month of last year. Unemployment has decreased everywhere. More building was done in Greater New York during the past twelve months than during any preceding two years. On this continent, at least, a great revival is surely gathering headway. Railway traffic returns prove that much beyond doubt. Canada and the United States are fast recovering from the awful shock of war and its equally awful aftermath.

All would be well, but for one thing. Human perversity or distrust, probably a combination of both, with other similar factors thrown in, stands in the way. The coal miner's strike and the strike of railway shompen indicate a fierce de-

termination on the part of organized forces to fight against what might be regarded as the inevitable. Whatever may be the merits of the issue in each case, to the extent that these struggles represent an effort to hold on to inflated wages they are futile. They are even worse than that. They hold back the wheels of readjustment. It was the war which inflated all prices, including the price of labor, and today we have peace. The artificial conditions which prevailed during the years of conflict have passed away, and men are not thinking soundly when they set out to oppose the irresistible; for economic laws must triumph in the long run.

The issue is clearly defined. It is between reasonable prices for everything or high prices for everything. There can be no such thing, under modern conditions as to trade, as low prices for some things and high prices for all others. We were taught at least that much by the experience of the war. All prices went up together. What is now happening, is an effort to have rents and nearly all other necessities of life brought down, while a few things are held up. It cannot be done. It should not be done even if it were possible. But it is absolutely impossible as a proposition in economics. Transportation is at all times pivotal in its relationship to the cost of all industrial products, and it is therefore futile to expect freight charges to remain high without having all other prices adversely affected. Which is simply another way of saying that no loss can accrue to a worker whose wages have been

cut ten per cent., if at the same time he is able to make ninety cents buy as much as did a dollar under the former scale.

ENGLAND AND FRANCE.

(London Morning Post)

Where would the liberty of England, the liberty of the world have been, without France and the sacrifice of France at Verdun? Thousands of Englishmen, now sleeping on the fields as glorious and tragic as those of Verdun, realized the menace which Prussianism constituted to human freedom. Are those who survived willing to forget and see less clearly the truths which could not be obscured by the smoke of battle? Liberty, like every other precious gift, can be obtained only at the price of eternal vigilance. That is why in season and out of season we have fought for a complete understanding and alliance with France. We believe that Great Britain and France are the guardians and sentinels of the freedom of Europe, and that, despite the passing differences and difficulties of everyday politics, the two countries which have maintained for so many centuries the bright traditions of intellectual freedom, and which only yesterday joined hands in fighting against the greatest menace which ever threatened them, are peculiarly fitted to keep watch and ward together in the dark days which are still to come.

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