

The Evening Times-Star

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ST. JOHN, N. B., AUGUST 15, 1924

THE VOCATIONAL SCHOOL

One important thing about the vocational school is that the site should be selected at once, so that the Board may get on with the work. There is a committee which has surveyed possible sites and canvassed the whole field. In its choice it should be governed entirely by the suitability of the site in regard to location and the necessary area. The fear of criticism should not enter into the consideration at all. No doubt the views of the representatives of the provincial and federal authorities on vocational training will have some weight. So far as cost is concerned, a fair price is a matter of negotiation, and one site may in the long run be worth a great deal more than another. The citizens are not afraid their interests will be sacrificed. They want the school located for service, and with room for expansion. The Board is not asked to build a monument, but a school building. If the building when completed is worth looking at, the people will find it. The thing to do is to consider the service to be rendered and the availability of the school for pupils from a widely scattered area. Prompt action is necessary if the city is not to lose the benefit of the federal and provincial grants. The vocational board and its committee have no axe to grind. They may fairly be left to choose a site. It took a long time to get any action in the matter of the court house, and the railway station is still as it was. It would be folly to lose the vocational school because some people want one site chosen and some another. Let the vocational board get on with its work.

ACCEPT THE INVITATION

In June last The Telegraph-Journal published an article urging that the Maritime Provinces get together and get busy to advance their mutual interests. The London, Ontario, Free Press reprinted the article, and supplemented it by a very strong plea for more general get-together, in which it urged, as The Telegraph-Journal had done, that steps be taken to present the case for these provinces to the people of the provinces west.

The London Free Press did more. It brought the matter to the attention of the Western Ontario Chamber of Commerce, and urged that body to extend an invitation to Maritime Boards to send a delegation to Ontario to discuss the whole matter of Canadian traffic from the Maritime viewpoint.

The Chamber of Commerce has showed its good-will and interest by sending the suggested invitation, urging that a delegation of business men visit Ontario and have a thorough discussion of the whole matter.

This is an opportunity of which the business interests of St. John and the Maritime Provinces generally should avail themselves. A delegation, not necessarily large, but made up of men thoroughly conversant with the whole question of transportation and freight rates, our winter ports and their claims upon Canadian trade, and the difficulties which stand in the way of Maritime progress, could render great service by doing what the Western Ontario Chamber of Commerce suggests.

The invitation has come to the St. John Board of Trade. If no generally representative delegation can be arranged, it would be worth while for this city to send two or three business men, qualified to present the case clearly and forcibly to commercial organizations in Ontario.

When the Exhibition is over and business men have settled down again to hard work after the summer vacation season is over, this matter should be taken up and dealt with in a spirit to conform with that which is now characteristic of the citizens in regard to local development and progress. It is an opportunity to benefit St. John, and the expense would be trivial in comparison with the good results which might be obtained.

THE WORLD'S SHIPPING

In a review of the world-shipping situation a writer in the New York Herald-Tribune says the records of Lloyd's Register show that for the first time during peace since full figures were first compiled, in 1895, the total tonnage of maritime nations has shown a decrease. Here are the figures, steam and motor vessels being included:—

Year	Tons
1895	16,887,000
1900	22,869,000
1905	28,963,000
1910	37,280,000
1914	45,443,000
1915	45,720,000
1916	46,247,000
1917	47,897,000
1918	58,846,000
1919	61,242,000
1920	62,383,000
1921	61,192,000
1922	61,192,000

The tonnage is still greatly in excess of the demand, but the New York writer says a large part of the surplus is fictitious, because so many of the

vessels listed are obsolete or out of repair; and that therefore the surplus may be absorbed more quickly than expected and a more prosperous period begin, despite the fact that there is alleged to be 15,000,000 tons more shipping than present international commerce requires. He believes that with a return of prosperity a large tonnage will be frankly written off as useless, making the active supply more nearly on a level with the demand. From 1895 till 1923, with the exception of 1915 when there was great submarine activity, the world's total shipping showed a steady increase, but last year there was a decrease of 551 vessels, of 1,142,000 tons. Of this total British shipping accounted for 130 vessels, of 161,000 tons, and the United States for 1,066,000 tons. France and Italy both showed declines, while Germany and Japan had increases. The United States Shipping Board, it will be noted, sent a large tonnage to the scrap heap, and the New York writer, speaking of world tonnage, says it is probable that 10,000,000 to 15,000,000 tons of the world surplus will never go into service again. This would represent a great financial loss, but that must be assumed. We are told that "total international commerce of 275,000,000 tons in 1924 was far below the normal justified by existing conditions; and if Europe recovers from its economic disabilities through a settlement of the reparations problem, it does not require a stretch of the imagination to conclude that expansion in international trade will speedily absorb the surplus of shipping, and even that a shortage will become apparent."

In a review of the change in the method of propelling vessels it is noted that whereas the sailing ship gave place very largely to the steamer, the latter is now giving way to the motorship. Thus, we read:—

"About ten years ago the motorship first came into prominence. In 1922 the total of motor tonnage amounted to 765 vessels of 1,031,000 tons. The total tonnage in 1923 was 1,666,000. In the last few years, while construction of steamships has been declining, the building of motorships has increased both relatively and actually, and in 1924 this trend has been accentuated. In December, 1922, the ratio of motorships to steamships under construction was only 11 per cent. By December, 1923, this proportion was 35 per cent., and in June, 1924, the ratio was 45.6 per cent. By the end of another year or two it is probable that the motorship building will have passed that of steamships for the first time in history, marking the beginning of a new era in shipping."

The Transportation Department of the U. S. Department of Commerce estimates that nearly a third of ship construction in progress in the world today is of motorship and that more than 80,000 tons were on the ways on June 30, compared with 700,000 tons at the end of March. At the end of March, Great Britain and Ireland had under construction 325,190 tons, only 44,000 tons less than all other countries, but the other countries by June 30 had increased their lead to practically 100,000 tons, or a total of 455,000 gross tons, as compared with 355,500 in British ships.

The increasing demand for motorships leads the New York writer already quoted to conclude that a revival of building activity is not as remote as a glance at the alleged surplus tonnage would suggest.

As we are in the midst of the tourist season the following paragraph from the Toronto Globe is timely and suggestive:—"A letter has been received by the Toronto Board of Trade from Hubert Landegard of Grand Rapids, Mich., expressing appreciation of courtesy shown on a recent motor trip through Ontario. Mr. Landegard says he found officials and private citizens, not only willing, but painstaking in directing and explaining routes, often even to the extent of suggesting points of interest. Mr. Landegard says he will bring his family back next year. Similar sentiments were expressed to The Globe this week by another business man of Grand Rapids, who said he had noticed that police officers and others went out of their way to do a good turn for visitors to the city and province."

The harvest excursions this week will no doubt carry a large number of men from the Maritime Provinces to Winnipeg and western points. It is announced that eighteen thousand harvesters are wanted, and that special low fares will be offered for their return to their homes at the end of the season. At a time when work is rather slack many young men will doubt take advantage of this opportunity to earn some money in the west, and to see something of Canada at relatively small expense. One difficulty in connection with these excursions has been that quite a number who went west remained there, and so reduced the population of their native provinces.

Press Comment

HAPPY WESTERN ONTARIO.

(London Free Press)
There is a lot of psychology about good and bad times. Let every man talk in gloomy mood and even the most optimistic nature will begin to have the dumps. Let us all boast Western Ontario, and there will soon be a better spirit. If you cannot get over the gloom, then just take a tour through the country. Any man who travels through Western Ontario today and does not come back with a happy smile, each better pay a visit in short order to his family doctor.

MUSSOLINI'S PROBLEM

(Montreal Gazette)

The detached view is that from the first Mussolini has had the job of trying to control undesirable or violent temper masquerading under the name of the cause of the opposition. It might be expected that a gruesome incident like the Matteotti murder would revive political animosities. And this is precisely what has occurred. The Socialists and Fascists are hurling mutual recriminations at each other. The former insist that Mussolini is only half-hearted, and that the real brands of Fascist character and scholastic have been put on record. The Fascists indignantly deny this, and denounce it as a Communist plot to ruin their cause. Under such circumstances, anything may happen, but the political balance of the country is completely upset. In an ideal position, to find equilibrium by an intermediary element avoiding extremes, Mussolini is at present gaining sorrowful experience of those who take to the middle of the road. The coming trial of the Matteotti murderers is likely to be a critical test as to the fate of the Fascist campaign. Clear vision and clean justice can alone make for a united and triumphant Italy. It is to be hoped that no more jockeying will be allowed to interfere with these good results.

BASEBALL AS A BUSINESS

(Boston Herald)

"Pop" Anson stayed with his Chicago club 23 years. He served the Cubs in the three duties of team manager, club secretary, and team captain, and he also covered first base in all three years he never failed to make a record of 300 or more in batting. And never did he receive more than \$2,000 a year for his brilliant service in all these capacities.

Times have changed. Babe Ruth has a salary of \$20,000 a year. Ted Williams, George Sisler, are in the \$25,000 and over class. Pay checks of \$5,000 and \$10,000 are comparatively common.

In 1896 the Pittsburgh Pirates bought Honus Wagner from the Patterson, N. J., club for \$2,100, and he went on to be regarded as the greatest shortstop and one of the greatest batsmen ever seen on the diamond. Today Babe Ruth is accepted as a bargain at his sale price of \$125,000, and Ted Speaker was sold by Boston to Cleveland at the "fictitious low price" of \$60,000.

Clark Griffith, now the head of the American League club known as the Senators, appropriately enough, as they hail from the nation's capital, cites these comparisons in an article on baseball as a business in the current issue of The Nation's Business, the publication of the United States Chamber of Commerce. He presents his statistics in terms of dollars, attendance, capacity of grounds, and ledger balance, and abundantly makes out his case.

The receipts for a day when all seats are taken are \$10,000. The receipts for the world's series of last year, six games in all, were \$1,000,000. The cost of operating the Yankees, "the most expensive club in the game," is between \$5,000 and \$6,000 daily, or nearly a million for the season. Minor league players are bought on speculation year by year at high prices. This veteran gets the nation's six highest in the last two years at from \$50,000 to \$100,000, and only three of the sextette made good. The cost of scouts who make good, from end to end in search of "material," travel expenses, the cost of maintaining playing grounds, and all the other items, not to overlook the spring training season in the South, these foot up a huge total.

Baseball is a big business, indeed. And Manager Griffith emphasizes the simple truth when he cites the two axioms: "A winning team gets the money" and "It takes money to get a winning team."

HUMAN FISH-HOOKS.

The barless fish-hook, says the Toronto Globe, is advocated by Harold T. Pulsifer in a bulletin of the American Game Protective Association, and there is much to be said in its favor. It requires more practice and skill, for a trout or a bass is more likely to escape from a slack or badly handled line.

In many places fish have become scarce, and if more escape from the multitude of fishers there will be more of them to be caught by the kiffal. It should add to the stock of fishermen's yarns, for more of the big one are likely to get away. If the law limits the number that may be killed, the angler may continue to practice his cunning without a strain of conscience, for the barless hook does little harm and those so caught will probably survive when thrown into the water again.

It was used often by Seth Green, the noted pisciculturist of New York State, when he was expressed to transfer game fish from one water to another. If we are to fish at all, the use of the barless hook will put an end to a long controversy, for it will not hurt anybody's feelings as much as the ordinary hook.

HOPES TO RETURN.

A letter was received yesterday by the Board of Trade from Frederick Whelen, who spoke here recently on the League of Nations, expressing his appreciation of the welcome extended to him in St. John and his hope that the visit might be repeated.

The Want columns of The Times-Star are where Times-Star readers look for what they want and advertise what they have for sale.

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SALVAGE CORPS ENJOYS PICNIC

Spend Delightful Day at Loch Lomond—Winners At Sports.

The annual outing of No. 1 Company, Salvage Corps and Fire Police, was held yesterday at the Log Cabin Fishing Club, Loch Lomond, and proved an enjoyable event. The event also marked the forty-second year of the company's existence. The weather was fine and the programme carried out by a most efficient committee. Twelve automobiles, gaily decorated with red and white ribbons and flags, carried the party to and from the picnic grounds. An advance party, which left the city early in the morning had everything arranged when members of the company and guests, to the number of about 40, arrived shortly after 10 o'clock in the afternoon.

About 8 o'clock the party were seated at a long table on the veranda of the club house and enjoyed a wholesome salmon dinner prepared by the refreshment committee which had the corps' surgeon, Dr. L. A. Langstroth, as chairman.

Captain K. J. MacRae, of No. 1 Company, presided. After welcoming the guests he spoke on the work that is at present gaining sorrowful experience of those who take to the middle of the road. The coming trial of the Matteotti murderers is likely to be a critical test as to the fate of the Fascist campaign. Clear vision and clean justice can alone make for a united and triumphant Italy. It is to be hoped that no more jockeying will be allowed to interfere with these good results.

Captain MacRae remarked that in No. 1 Company at the present time there were working as active members men who had for many years been associated with the corps, namely, former captain Charles A. Clarke, a charter member, one of the originals in 1882; S. B. Lordy, who joined in 1889; former Captain G. H. Green, who became a member in 1891; J. L. Finlay and J. C. Mitchell, who joined in 1894. Captain MacRae spoke feelingly of the death of Jack Fraser and Harry Alexander during the last two years. He spoke of the number of young men who were joining the company, of the harmony which existed between all the members and of the good feeling that existed between No. 1 and No. 2 Companies.

Addresses were also delivered by Mayor F. P. Potts, Commissioners W. Wignmore, T. H. Bullock and W. L. Harding, Captain C. F. Brown, of No. 2 Company, Wm. H. Ritchie, H. H. McLean, fire marshal; H. W. Cole, a former member of the company; J. S. Ritchie, representing Board of Fire Commissioners, and Charles A. Clarke, the only charter member of No. 1 Company who is still an active member. The dinner was brought to a close with the singing of God Save the King.

At the conclusion of the pleasing repast, the members and guests started in for a real programme of sports. First came a lively baseball match between teams captained by Jim Christie and Billy Stewart. Commissioner Wignmore proved a wonderful umpire. He stood a great deal of abuse. The Stewart team won by a score of 17 to 10. A tug-of-war team captained by Fred Dolg defeated that in command of John Tonge.

Prizes Presented.
Winners of other events follow: 100 yards dash—First, E. Dykeman; second, W. A. Bowman. 3-legged race—First, S. A. Foley and W. A. Bowman; second, C. F. Brown and G. E. Tapley. Running Broad Jump—First, E. Dykeman; second, W. A. Bowman. Hop, Step and Jump—First, W. A. Bowman; second, E. Dykeman. Walking race—First, H. W. Cole; second, G. H. Tapley. Quilts—R. S. Ritchie defeated W. J. Currie.

AMBASSADOR TO RETIRE AT ONCE

Washington, Aug. 11.—Dr. Otto Wiedfeldt, German Ambassador to the United States, will surrender his diplomatic post and return to Germany on Sept. 15, having requested that he be relieved by his government in order to return to his native land.

Dr. William Cuno, former German Chancellor, will likely succeed him.



ENTERTAIN ON THE PORCH.

When it's your turn to entertain, give your friends a nice little surprise. They'll enjoy it too. In summer, nothing could be cooler, more entertaining than a dainty luncheon prepared and served on a shady porch. An electric samovar and grill will do this for you.

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CLIMBING.

(May Howell Robinson.)

On one far goal,
I do not ask that thou, O Life,
shouldst roll away
The rugged rocks that block the path
I climb each day—
I look down, down, down, conquered steps
As mine eyes might see
In stumbling blocks, just stepping-stones.

To heights for me.

Nor would I that mine eyes firm-fixed
Lest I should miss the glory
Of the light that lies
On sun-kissed field or tumbling wave
Of childhood's eyes.

LIGHTER VEIN.

The Rabbit's Bark.

"Ma, ever heard a rabbit bark?"

"Rabbits don't bark, dear."

"That's funny! My story book says that rabbits eat cabbage and bark."

No Doubt Of It.

Miss Wethered—"Good gracious! You are not enough hooks on your bathing dress!"

Miss young, sweetly—"Never mind, dear. I will have plenty of eyes."

Waiting.

Gibbs—"Have you decided yet where you will go this summer?"

Dibbs—"Not yet. My wife always waits until some neighbor with a grudge against us recommends the worst spot on the continent."

Changed His Mind.

The old countryman was paying a visit to London, and visited a Labor Exchange. He stood there for a while gazing at a door marked "Women's Department." Then he entered and inquired—"Is this the women's exchange?"

The clerk, rather amused, replied "Yes."

"And are you the woman?"

Once more the lady answered in the affirmative.

"Then I'll stick to Lisa," said the old farmer in firm tones, as he turned to go.—W. M. Huntly.

Translated.

The commercial magnate paid a surprise visit to a branch office and discovered a junior clerk slacking.

"You're dead!" he shouted. "Take this note to the cashier."

He scribbled a note in the hand which everybody in the company knew, but nobody had ever been able to read.

After looking at it upside down and from the southern and eastern aspects, the junior took it to the cashier.

"What's all this about?" asked the latter, after a severe mental struggle, and hoping that he had the slip the right way up.

"I can't read it," said the lad, "but the boss said he wanted me to have a 10 raise."

INSTRUMENT ON SHIP DEFECTIVE

Montreal, Aug. 14.—Evidence given during an inquiry in the Wreck Commissioner's Court here today into the cause of the grounding of the British

steamship Calmmona at Heath Point, Aug. 7, showed that the accident was due to the ship's direction-finding instrument being defective and that no blame attached to the Department of Marine and Fisheries or to those on board the vessel.

FOR GOVERNOR.

New York, Aug. 14.—William Hayward, United States District Attorney, today formally announced his candidacy for the Republican nomination for Governor of New York.

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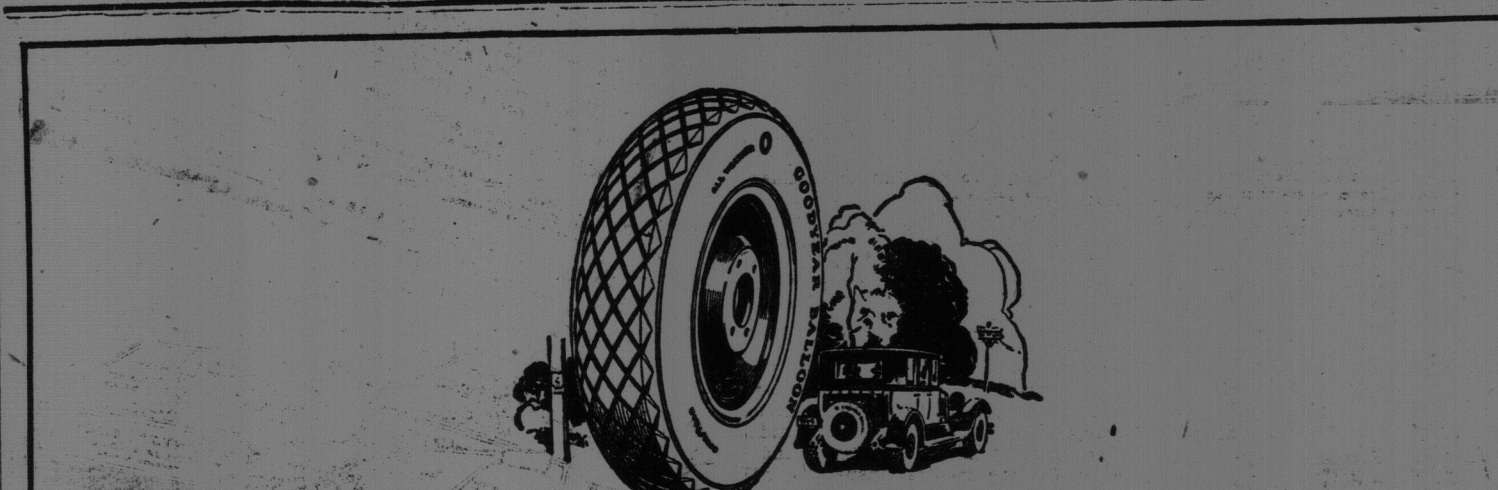
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