

# POOR DOCUMENT

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THE EVENING TIMES AND STAR, ST. JOHN, N. B., THURSDAY, JUNE 15, 1922

### The Evening Times and Star

ST. JOHN, N. B., JUNE 15, 1922.

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#### IN KINGS COUNTY.

Some observations made by Premier Foster at Rethersay last evening should deeply impress the electors of Kings county. One had reference to the opposition's lack of policy. There have been four leaders of the party in five years, but no policy. If the electors of Kings vote for Mayor Brooks, what policy will they be supporting? Of what advantage would it be for them to elect a man who supports a leader who has no seat in the house, and no decision policy? Can it be said that the past record of the opposition party is a guarantee that it could be trusted to develop a right policy if returned to power? Premier Foster had something to say about that record, and the people have not forgotten what was revealed by royal commissions. The Premier's challenge to any one to produce any business-like and constructive policy set forth by Leader Palmer and his friends must go unanswered, for there is none to produce. On the other hand Mr. Foster told what his government had done in carrying out progressive policies and contrasted the record with that of their predecessors in such a manner as to convince any reasonable elector that the present administration deserves to be supported.

Mr. McKenna's speech was not less convincing. He has proved himself in this campaign to be a ready debater, who would rank high in the legislature. His returns by a large majority on Saturday would be a fitting tribute to his ability and to the government which he supports.

#### VOCATIONAL SCHOOLS.

For the information of St. John people, in view of the vocational survey in progress here, it may be noted that Ontario now has exclusive vocational schools in Toronto, Hamilton, Ottawa, London, Halleybury and Sarnia; and composite schools in Port William, Sudbury, Windsor, Chatham, Brantford and Niagara Falls. There are navigation schools in Kingston and Collingwood, both day schools, operated in the winter months only. There are mining schools at Haileybury and Sudbury. In the vocational day schools, two navigation schools and two mining schools the combined attendance in 1921 was 2,600. We may add ten per cent. for 1922. In sixty towns having evening vocational schools the enrollment for 1920-21 was 27,297, and we may add fifteen per cent. for 1922. The remarkable fact about Ontario, however, is the stimulus that has been given to the vocational school movement in the province since 1919, when it was provided by legislation that the federal and provincial governments together would pay half the cost of the new school buildings. Schools now being erected or planned in the province at present are as follows:—

Hamilton is building the major part of the administrative and academic portions of a building which adds two-thirds to the size of the present high school building. Cost \$400,000.

Toronto is building a new school in the East End to accommodate 2,000 more pupils by day and 5,000 by night. Cost \$450,000.

For Windsor-Walkerville, population 45,000, a school to cost \$500,000 is to be built this summer.

Owen Sound, population 11,000, is building an addition to its collegiate institute. Cost \$200,000.

Sarnia is opening a vocational school in September that cost \$370,000. The population is about 15,000.

In Sault Ste. Marie, a school is to be opened in September or at Christmas. It cost \$400,000. The population is 21,000.

Welland, population 9,000, is drawing plans and calling for tenders for a vocational school.

St. Catharines, population 20,000, has a new vocational and high school combined. Cost \$470,000.

Kitchener-Waterloo, population 21,000, are spending \$225,000 on a vocational addition to the collegiate school.

Renfrew, population 5,000 will have a new high and vocational school, largely for vocational agriculture.

Peterboro, population 21,000 is working on plans for building an addition to its collegiate institute.

If Ontario towns can do so much there can be no valid reason for delaying such action as will give St. John the necessary building and equipment for vocational training.

#### ROADS AND TOURISTS.

It costs money to advertise in the Saturday Evening Post, but a whole page was taken in a recent issue by a road-building company to tell millions of Americans that "all roads lead to Montreal," and why these American readers should join the summer procession to that city. Special emphasis was of course placed upon the fact that good roads had opened up to the American motorist the charms of Montreal. Referring to the matter the Financial Post has something interesting to say, as follows:—

"In spending large sums on the improvement of Ontario's roads, Hon. E. C. Biggs has made the statement that American tourists would eventually re-

turn every cent of it. To judge by the experience of Quebec and the big tourist traffic to Vancouver from the Pacific States which has brought large sums of money to that city, there is much to justify what Mr. Biggs has said, not to mention the fact of a couple of hundred thousand motor cars in the province which need proper roads to run over. When American tourists can reach the Muskoka country by well-made highways Ontario will benefit from the investment in road building as Quebec and British Columbia have done. Other provinces can do likewise. Montreal will reap considerable benefit from the advertisement of the road building company referred to. In Vancouver systematic publicity campaigns in the American cities down the coast have brought direct and material results in business to Vancouver merchants. The idea should be extended. Canada should be widely advertised in the United States to attract the free-spending sightseers and holiday-makers as well as permanent settlers."

The obvious truth of the Post's remarks should make an impression in the maritime provinces. Our roads are being put in good condition and we have climatic and scenic charms that are unsurpassed. We quote again:—

"The Dominion government has been urged to do some advertising to attract tourists. The Financial Post understands that the idea has been well received at Ottawa but that there is a feeling that there is no money available for this purpose at present. If the government appropriations promised to bring as great benefits as money spent in advertising Canada's tourist attractions in the United States at this time there would be less complaint about the taxes—and less taxes, perhaps, to complain about. Surely if 'All roads lead to Montreal,' then all the roads must also lead to Canada."

Whether the federal government does anything or not, the provincial governments, civic and municipal authorities and boards of trade in these provinces should begin to realize on an asset of such great and proved value.

#### GRAIN VIA VANCOUVER.

A staff correspondent of the Toronto Globe, writing from Vancouver, discusses in an interesting way the prospects of the Pacific city as a grain shipping port. Much apparently depends on the freight rates. We quote:—

"Under present conditions the route has proved itself a competitor of the shorter eastern haul. Last year approximately seven million bushels were shipped through here; the year before less than half a million bushels were exported from Vancouver. Of the seven million bushels, more than half was consigned to the United Kingdom; the rest was billed to the Orient. The feasibility of the route was demonstrated beyond doubt last year. Its future depends largely on adjustments which may be made to freight rates. If mountain rates were reduced to approximately the same level as other freight rates, Vancouver's grain trade would be placed on a sound basis. On the other hand, if the Crow's Nest Pass agreement is reinstated, without similar reductions being made in mountain rates, there is little doubt that the flow of grain to the Pacific will stop as suddenly as it commenced. So, while the prairie provinces are striving hard for the return of the Crow's Nest agreement, British Columbia is striving just as hard to keep the old agreement in abeyance. The coast is eager for freight reductions, but it does not want the route to be only an eastbound natural produce and westbound manufactured goods. Discrimination is a word extremely common here at present."

This correspondent says there is only one opinion in Vancouver as to the success of the grain traffic, but in Calgary he heard quite a different story. Grain men there doubted if the business could be done except in winter, so far as European grain trade is concerned, and they did not have much faith in oriental business. The writer, however, adds:—

"No matter what case statisticians may formulate, the fact remains that the route was entirely feasible during last year, and in the meantime there has been no very great change in conditions, though ocean rates have been fluctuating."

The New Brunswick Health Act is under fire in Kings county. If there is one policy of the Foster government more than another that deserves support it is its public health policy. The more the people learn about what public health measures mean in reduced death rate, freedom from great epidemics, promotion of child welfare and increased efficiency, physical and mental, the more they will praise Hon. Dr. Roberts and his colleagues for what they are endeavoring to do for this province.

The time will soon be ripe for another visit by Mr. Potts to Musquash. The repairs to the damaged pipe on the east branch will be completed on Monday. The pipe on the west branch has been tested, is filled with water and wholly satisfactory in all respects. Both pipes will be full next week and ready to turn the wheels in the power house.

#### WHAT THE CHIMNEY SANG.

Over the chimney the night wind sang  
And chanted a melody no one knew;  
And the woman stopped, as her babe she  
tossed,  
And thought of the one she had long  
since lost,  
And said as her tear-drops back she  
forced,  
"I hate the wind in the chimney."

Over the chimney the night wind sang  
And chanted a melody no one knew;  
And the children said, as they closer  
drew,  
"Tis some witch that is clearing the  
black night through,  
The fairy trumpet that just then blew,  
And we fear the wind in the chimney."

Over the chimney the night wind sang  
And chanted a melody no one knew;  
And the man, as he sat on his hearth  
below,  
Said to himself, "It will surely snow,  
And fuel is dear, and wages low,  
And I'll stop the leak in the chimney."

Over the chimney the night wind sang  
And chanted a melody no one knew;  
But the poet listened and smiled for he  
was man, and woman, and child, all  
three,  
And said, "It is God's own harmony,  
This wind we hear in the chimney."  
—Bert Harle.

#### LIGHTER VEIN.

Not Responsible.  
"Look here," said the farmer indignantly, to an itinerant with a hungry horse, "don't you see that keep off the grass sign?"  
"Yes."  
"Well, your horse is on the grass."  
"That's right, my dear," he replied, "as well as you do. But that horse can't read."—Los Angeles Times.

#### "Scotland Forever."

Lord Leverhulme tells of introducing an American friend visiting him in Great Britain to an old Scotswoman. "From what land do ye come?" asked the Scot.  
"The greatest in the world," replied the Yankee.  
"Fuir bairn, ye've lost your accent," said the canty one.—Wall Street Journal.

#### Was Quite Attractively.

Mistress—Oh, Jane, and I told you to notice when the jam boiled over!  
New Maid—So I did, mum. It was a quarter past eleven.

#### Cute Him Quick.

"Tom," said his wife, "I don't believe you smoked one of those cigars I gave you on your birthday."  
"That's right, my dear," he replied, "I'm going to keep them until our Johnnie wants to learn to smoke."

#### STURGEON AN ABORIGINAL.

And Still Preserves Some of Its Primitive Physical Characteristics.  
(New York Times.)  
As fishes go the sturgeon is not without interest. Because of his size and appearance, he has been much admired. Connoisseurs of fish have found him much to their taste, a delectable and delicious morsel.

"The sturgeon," said John T. Nichols, head of the Department of Recent Fishes at the Museum of Natural History, New York, "is a relic of the past. In the course of geological time before the modern hard-bony, spiny fishes had been evolved, the waters of the earth contained soft skeleton species which though not particularly related to one another have been classed together in a group called ganoids. Remnants of this tribe, of which the sturgeon is one, still remain in Europe and America."

The commonest sturgeon is a large fish reaching a length of eight feet, which enters rivers of Europe and America from the sea, and is valued for the caviare which is made from its eggs. Its body, covered in bony scales, with thin, overlapping, elastic scales like those of more modern fishes, is armed with rows of hard bony scutes. Its snout is long and pointed, with a mouth on the lower side of the head like that of a shark, and the upper lobes of its tail fin is much larger and better developed than the lower. This unsymmetrical tail is itself a relic of the past.

Sturgeons are bottom fishes, eating small fish, crabs, etc. They move through the waters never slugging. Besides the larger commercial species a small one, the short-necked sturgeon, sometimes times swims up the North River in May. A third kind, the lake sturgeon, more reddish brown in color, is landed in the Great Lakes system. It reaches about 100 pounds weight. Still another enters the rivers of the Pacific coast, and has been known to grow to 100 feet in length and weigh 1,000 pounds.

In America caviare is also produced from the eggs of a distantly related fresh-water fish, the spoonbill of the Mississippi River. This fish has scales or plates any sort. Its snout is affixed to a long, flat structure with a broad, rounded, spoon-shaped end, the function of which is uncertain.

There is a habitat group in the Museum of Natural History which shows this remarkable fish swimming in the sluggish, muddy waters of the Lower Mississippi Valley. Although fossilized remains of similar fishes that lived in past ages have been dug from the earth, the spoonbill's only living relation is a three fish inhabiting the waters of China.

Some historic relics of great interest and intrinsic value have been received by the Natural History Museum, Mrs. W. C. Good has presented a varied collection, most of the articles of which formerly belonged to her father the late Rev. J. C. Berrie. Major R. A. March has donated some documents that are of particular interest and Mrs. W. Murdoch has given some useful histories and some copies of old atlases.

Trinity temple club had a pleasant get-together this week in the school room and twenty-six members were present. The weather was not favorable for tennis that afternoon and a social hour was enjoyed after the tea. Miss Maud Blackie, Miss Martha Murray and Miss Marion Peters were in charge of the tea arrangements. The club is a flourishing organization and its officers are as follows: honorary president, Rev. Canon R. A. Armstrong; president, James Hoyt; vice-president, Miss Margaret Wilson and secretary-treasurer, Miss H. Ray Cawley. The club courts are back of the Masonic building in German street and are now in splendid condition.

#### HEADS NAVY LEAGUE

Sam Harris of Toronto, who has been elected president of the Dominion Council of the Navy League in Canada. Mr. Harris has been actively connected with the work of the Navy League for some years.

Statistics showing the activities of the automobile industry and the use of motor cars in the United States in 1921, reveal the fact that last year's production reached the staggering total of 1,608,882. The figures, as set out in a bulletin issued by the National Automobile Chamber of Commerce, indicate that of the total 1,614,000 were passenger cars, and 154,800 were trucks. The wholesale value of the 1921 product, including parts, accessories and fire placements, is fixed at \$2,219,088,490. Of this amount the value of complete cars and trucks is given as \$1,900,000,000.

In the building of cars, trucks and the things that go with them, there is invested in the United States capital amounting to \$1,428,500,000, and there are employed 156,000 persons, whose wages and salaries for the year amounted to \$299,098,750. The cost of material bought amounted to \$1,058,290,000.

In the manufacture of cars and trucks, the industry used materials as follows: 1,464,000 tons of iron and steel about 4 per cent. of the entire production of the country; 42,250,000 pounds of aluminum or 28 per cent. of the country's output; 83,425,000 pounds of copper, 16 per cent. of the supply; 12,610 tons of tin, or 20 per cent. of the year's production; 3,670 tons of lead, 3,600,000 pounds of nickel, 37,168,000 square feet of leather for upholstery, 5,397,000 yards of cloth for upholstery, 88,400,000 square feet of initiation leather, 318,500,000 feet of lumber, 16,500,000 square feet of glass, mostly plate, 15,390,000 pounds of top and curtain material, 16,000,000 pounds of hair and padding and 229,700 solid tires, the tire industry consuming 879,000,000 pounds of crude rubber. Gasoline produced is given as 6,138,242.55 gallons and gasoline consumed as 4,216,012,979.

In addition to these statistics, the preliminary census states that there are on the farms of the United States 3,000,000 motor vehicles of which 2,850,000 are cars and 150,000 are trucks. New England farmers own 22,973 cars and trucks.

Another set of figures relates to safety on the highways and shows that last year, with 89 cars per 1,000 population, the country over, the ratio of deaths to auto accidents was .11, and the number in deaths per car was 0.0119. The corresponding figures for 1920, with 87 cars per 1,000 population, were .104 and 4.123.

In 1920, a slight increase in deaths per 1,000 population, and a decrease in deaths per car. Deaths per car have decreased steadily since 1917.

SHORTENING OF VACATION TIME FOR COLLEGES.  
(New York Times.)  
An extension of the college year by greatly shortening the vacation periods is advocated by the Institute for Public Service in a report of a survey of 400 colleges made public yesterday. The report said the college year was almost one-third shorter than that of the public which is asked to support colleges and advanced the theory that this was probably one cause of the small salaries paid college professors and instructors.

"There is reason to believe," the report said, "that the low academic vacations are regarded by the public as a time payment which justifies underpayment in money. The student of today, who will become the donor of tomorrow, divides the faculty salary not by twelve but by eight or nine to get the rate of payment per month for service rendered."

"For the sake of faculty members and students alike it is time the higher education considers adopting the same working year that the rest of the world has expedient. If, instead of enforced vacations, college students put in a full working year, fewer years would be necessary, more men and women would go to college and one serious hindrance to proper salaries would be removed."

In answer to the suggestion that for earning money, the Institute recalls that most students do not use vacations productively but instead acquire loathing habits and distorted notions of what society expects of them."

## Does It Pay? To Paint or Repair



This is the question you have to face every now and then: Does it pay to allow your buildings to become decayed and delapidated through lack of paint, or is it cheaper to give them a coat of paint every four or five years, which will keep them practically intact and beautiful? The answer you already know. The oftener you paint the less paint is required and the more satisfying are the results. To protect your property completely from deterioration, use

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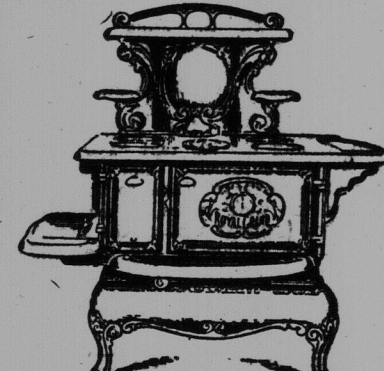
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\$1.00 will buy a summer tweed cap that's worth \$2.00.	\$2.50 will buy a fine summer weight soft hat valued at \$5.00.	\$3.35 Tweed hats again. Another lot worth \$3 per hat.
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And see here—\$18.00 buys a fine woolen Topcoat that ought to sell for \$25.00; Rainproof woolen gabardines are priced \$24.50 now instead of \$35.00. More silk crocheted neckwear, 85c; spun silk, 65c.

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## Why Not Have Your New Shoes of Patent Leather?



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"LA PARISIENNE"  
Shoes for  
Women.

#### MURDER IN THE MINE TROUBLES

Salt Lake City, June 15.—A miner named Webb was shot and killed and H. P. Lewis, general manager of the Standard Fuel Co. of Standardville, Utah, and an unidentified Greek miner were wounded yesterday when a railroad train curving new miners to the company's mine was fired upon by men in ambush, according to reports received here.

The attackers, who are declared to have been strike sympathizers, fired upon the train from both sides. They fled into the hills. Governor Mabey subsequently issued a proclamation declaring martial law in the Carbon County coal district.

#### CAMPERS AND FOREST FIRES.

(Toronto Globe.)  
So many forest fires are attributed to campers that there is talk of shutting them out of the woods. If this is done the careful and conscientious camper will be cut off from a source of health and pleasure because of the fault of others. Another suggestion is that campers should be licensed. A third, which might perhaps involve too much expense, would be the setting apart of certain cleared spaces for fires.

Campers may do something by paying increased attention to the rules, which are widely circulated. One advantage of a licensing system would be that every licensed person could be provided with copies of these rules and instructed to post them conspicuously near the camp.

## Keep Them Out

Flies are thick these warm days, and the only way to properly rid your place of them is to have it properly screened so that they cannot enter.

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