

The Evening Times and Star

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IN KINGS COUNTY.

Some observations made by Premier Foster at Robesay 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 declared 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?

On the other hand Mr. Foster told what the 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; composite schools in Fort William, Sudbury, Windsor, Gatham, 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 Halleybury 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 six towns having evening vocational schools the enrollment for 1921-22 was 27,297, and 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.

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

Sarnia is opening a vocational school in September that cost \$270,000. The population is about 15,000.

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

Wendell, 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-

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.

"I hate the wind 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," 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.

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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?"

"Well, your horse is on the grass." "I know it, guv'nor," was the placid answer, "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 Attentive.

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

Care Him Quicker.

"Tom," said his wife, "I don't believe you smoked one of those cigars I gave you on your birthday."

"That's right, marm," he replied. "I'm going to keep them until our Johanie wants to learn to smoke."

STURGEON AN ABORIGINE.

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 had been classed together in a group called ganoids. Remnants of this tribe, of which the sturgeon is one, still remain in the waters of the world."

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, instead of being covered with thin, overlapping, elastic scales like those of more modern fishes, is armed with rows of hard bony plates. Its snout is long and pointed, with a mouth on the lower side of the head like that of a shark, and the upper lobe of its tail 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 of the river and sea. Besides the larger commercial species a small one, the short-necked sturgeon, sometimes enters the North River in May. A third kind, the lake sturgeon, more reddish brown in color, is landlocked 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 200 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 of any sort. Its snout is affixed to a long, flat structure with a broadened, 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.

LOCAL NEWS

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 Acadia.

Trinity tennis club had a pleasant get-together tea with 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 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 1,608,800. 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.

In the building of cars, trucks and the things that go with them, there is invested in the United States capital amounting to \$1,428,000,000, and there are employed 156,000 persons, whose wages and salaries for the year amounted to \$299,098,780. The cost of material bought amounted to \$1,038,250,000.

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; 48,200,000 pounds of aluminum or 28 per cent. of the country's output; 8,420,000 pounds of copper, 18 per cent. of the supply; 12,810 tons of tin, or 20 per cent. of the year's production; 1,670 tons of lead, 3,600,000 pounds of nickel, 87,183,000 square feet of leather for upholstery, 5,337,000 yards of cloth for linings, 88,400,000 square feet of initiation leather, 318,800,000 feet of lumber, 16,500,000 square feet of glass, mostly plate glass, 15,490,000 pounds of top and curtain material, 16,000,000 pounds of hair and padding and 229,700 solid tires. The industry consumed 379,000,000 pounds of crude rubber. Gasoline produced is given as 638,640,000 gallons and gasoline consumed as 4,216,012,979.

In addition to these statistics, the preliminary figures show that there are on the farms of the United States 2,850,000 motor vehicles of which 2,500,000 are cars and 350,000 trucks. New England farmers own 22,873 cars and trucks.

Another set of figures relates to safety on the highways and shows that in 1921, with 89 cars per 1,000 population, the ratio of deaths in 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, showing 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 long 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 adopted. Instead of enforced vacations, college students just 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 many students use vacation time for earning money, the Institute recalls that most students do not use vacations productively but instead acquire loafing habits and distorted notions of what society expects of them."

BUILDING OF CARS IS HUGE INDUSTRY

More Than 1,600,000 Autos Manufactured in U. S. Last Year—Staggering Figures.

(Mail and Empire.)

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MURDER IN THE MINE TROUBLES

Salt Lake City, June 15.—A miner named Wash 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 carrying 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 up on 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.

Why Not Have Your New Shoes of Patent Leather?

They are the most attractive sort for Summer days—not so warm or heavy looking as rugged leather ones. They are more dressy looking too, and that's what you want now that you're wearing lighter costumes. You know how it is, even suits come lighter this season and require Footwear at least as dressy as Patent leather.

A nice selection moderately priced from \$3.35 to \$8.50

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Keep the Flies OUT

Window Screens... 38c. up Screen Doors... \$1.98 up Fly Swatters... 10c. Screen Wire Window Netting

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