

THE EVENING TIMES AND STAR, ST. JOHN, N. B., SATURDAY, AUGUST 30, 1919

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The St. John Evening Times is printed at 27 and 29 Canterbury Street, every evening (Sunday excepted) by The St. John Times Printing and Publishing Co., Ltd., a company incorporated under the Joint Stock Companies Act. Telephone—Private exchange connecting all departments, Main 2417. Subscription prices—Delivered by carrier, \$4.00 per year; by mail, \$3.00 per year in advance. The Times has the largest circulation in the Maritime Provinces. Special Advertising Representatives—NEW YORK, Frank R. Northrup, 303 Fifth Ave.—CHICAGO, E. J. Power, Manager, Association Bldg. The Audit Bureau of Circulation audits the circulation of The Evening Times.

## GREATER CARE NECESSARY.

The morning papers today record several automobile accidents within the boundaries of the province. It is too much to expect that all such could be eliminated but it is certain that a good number of these occurrences could be avoided, and it is equally certain that they should be. To insufficient knowledge of a car and lack of driving experience may be attributed some of the accidents but in at least equal proportion the blame must be attributed to recklessness or carelessness.

This is a matter which must be given serious attention by those in authority. There are laws regulating speed in city streets and country roads; if they are not being observed there must be found a means of compelling attention to them. By no means are all owners or drivers of automobiles to be included in the number affected by these remarks; probably a majority—a large majority—exercise proper care in the interests of the pedestrian public while at the same time taking enjoyment out of their cars, but there assuredly is a class of drivers who will set speed laws at naught and who take to themselves the rights of the streets or roads.

In the city there is not sufficient observance of the by-law that requires automobiles to come to a full halt when approaching street cars which have stopped to allow passengers to board or alight. This is one of the most frequent sources of danger to pedestrians and has been the cause of more than one accident. It is a simple rule to observe and there can be no excuse for its neglect. The county authorities also might well devote some attention to the reckless drivers who take advantage of the excellence of the highways in the vicinity of the city to convert them into speedways. There has been a noticeable increase in the number of accidents on the highway since the new pavement has been completed, and it would be far better to take vigorous action against the speeders before any more serious accidents occur, rather than delay until a fatality has forced such a course upon those in authority.

## THE HALF-HOLIDAYS.

The last half-holiday of the season for many who have enjoyed the extra hours for recreation during the summer brings with it the regrets that accompany the end of all good things. Some of those whose half-holidays are thus limited have made tentative efforts to secure an extension of the period, but their success or failure rests not so much upon the arbitrary decision of an individual, either employer or employee, as upon the sentiments and desires of the majority of the citizens. Those who take the afternoon off on every Saturday of the year enjoy that privilege because the form of service which they render to the community is not required so urgently on that particular afternoon that they cannot be spared from the city's activities, but there are others whom the community insists on having around every afternoon in the week. In the retail trade, for instance, if shoppers demand the opportunity to purchase on Saturday afternoons the merchants find it difficult to refuse the service they render and the goods they sell in exchange for the money which pays the bills. It was not so long ago that the idea of closing a retail store on any Saturday afternoon entertained, but appeared too ridiculous to be considered, as the people who do the buying found that they could make their purchases as conveniently at other times, and did so. The merchants were found ready to close their stores and join the holiday-seekers. Any proposal to extend the half-holiday period depends for its answer on the attitude of those upon whom the business in question is dependent. As a matter of fact it depends very largely upon those who do not work on Saturday afternoon and evening. If they can find no other time for their shopping and must devote their own holiday to matters which keep them at work they will settle the question that way. Public opinion comes pretty near to being the final arbiter of this question.

## WHY NOT WALK MORE?

People nowadays do not walk enough. The doctors will tell us that. Our fathers heartily subscribe to the doctrine and themselves are examples of the good results of this healthful exercise. In their days they had to walk to their places of occupation; the automobile was yet to come and the street car was not in general use. But apart from the walk to work and the return home, which was of necessity, they enjoyed walking on those days as a matter of recreation. Theatres were not so many and in general indoor attractions were fewer and so they went out into the open places for a three or five mile spin or more before, in the words of Swivel, "courting the downy." And they were better for it.

A brisk walk in the morning—head erect, chest well out and the lungs expanding to the deep intaking of the clear air is a fine tonic and sets one up well for the day's work, particularly those whose occupation is of sedentary nature. It is well worth rising a half hour earlier to enjoy this stretching of the muscles by a tramp in the open. And the day's work would be a less arduous task to

## Indifference

Over my garden  
An airplane flew;  
But nothing there  
Either cared or knew.

Cabbage butterflies  
Chased each other;  
A young wren cried  
Seeking his mother.

Gay sinners  
With heavy heads  
Flaunted yellows,  
And mauves, and reds.

A humming bird,  
On the late larkspur,  
Never knew what  
Went over her.

Crickets chirped,  
And a blinking toad  
Watched for flies  
On the gravel road.

They don't care.  
How smart men are—  
To go through heaven  
In a flying car!

To a yellow bee  
A marigold  
The adventure  
Seems a trifle odd.

LOUISE DRISCOLL

## Lighter Vein

At a certain hospital they are having a good laugh at the expense of a physician who had sent a patient home as convalescent. He instructed the man's wife to call on him next morning at the hospital and report. In due time she called up and said:

"He has been feeling very badly. I do everything I can to please him, but nothing seems to satisfy him."

"But you wouldn't say his condition was critical, would you?" demanded the doctor. To which the woman replied:

"It's worse than critical; it's abusive."

The lady lecturer had got her second wind. She was going strong.

"Yes," she cried, waving her arms, "women have been wronged for ages. They have suffered in a thousand ways."

"There's one way which they have never suffered," breathed a meek little man.

The lady lecturer fixed him with baleful eyes.

"And what is that?" she hissed.

"They have never suffered in silence."

"I suppose in these times you live in apprehensive dread, don't you?"

"No; I live in the suburbs."

"What shall we do to remedy the high cost of living?"

"I'll see if I can't get a job to assist in investigating it. Maybe the salary will be enough to help me out."

The Real Difficulty.

"Don't you have a lot of trouble keeping down expenses?"

"Not so much as I have keeping up the revenue."

Something to Look Forward To!

Dubb, Golfer—The day I get round these links in less than a hour, I'll give you a dollar.

Caddie—Thank you, sir. I'll come in handy in me old age.

"Permit me to console with you."

"Condone? That stuff's out of date. Why make \$10,000 a week in the movies?"—Pittsburg Sun.

"I do not know, sir, that I want the love you give me."

"All right; I'll be just as well satisfied if you return it."

"Do you know what it is to go before an audience?"

"No, I spoke before an audience once, but most of it went before I did."

"This item says that Miss Flub-dub is the house guest of her mother."

"What does that mean?"

"It's a polite way of saying that her mother does all the work."

The Richest Mayor.

(St. Louis Dispatch.)

The minority interest in the Ford Motor Company, which has just been sold, comprises a little more than 6,100 shares, which at \$75,000,000, figures out at the rate of about \$12,500 a share. This probably establishes a record in the appreciation of a minority interest, barring possibly the case of a sulphur company in Louisiana.

Figures printed in connection with the sale show that the company was started June 16, 1908, and sold the first year 1,708 cars, from which the profit enabled a 100 per cent dividend to be declared. The stockholders having got back the first year all they ever put in and the \$150,000 capital only about \$50,000 was left. Since then the company has been a success story. The company sold thirty fewer cars the second year than the first, and the third year it sold 1,000 cars. In 1907 it sold 1,000 cars and in 1908 it sold 1,000 cars. The Dodge brothers retire with \$25,000,000 divide equally between them and six other stockholders retire with from \$6,562,500 to \$12,500,000 each. In 1908 a majority interest in the property whose minority interest has now brought \$75,000,000 was offered for \$5,000,000 and refused. Mayor James Cousins of Detroit remains in the company with \$1,800 shares, valued at \$25,250,000, which would probably make him the richest mayor in America. It is not so many years ago since the municipal budget of Detroit was hardly greater than his present income.

And Gun and Modern.

In the river pageant of London's peace demonstration three old guns were represented, the smallest of which is the saker a type of ordnance of the period, which weighed 18 cwt. and was capable of discharging an 8 lb. cannon ball for about 500 yards. This weapon was used by the Elizabethan seamen and may be compared with the gun which was the largest in use 250 years later. It was mounted in the line-of-battle ships of that period, and the weapon shown of Sebastopol. Made of iron it threw a 60 lb. cannon ball and being muzzle-loaded and powder-fired, marked a very small advance in the science of gun construction during the long period which had intervened. This gun, however, was typical of the transition era, when steam was gradually ousting sail from its hitherto unchallenged supremacy as the propelling power of warships.

## Novel View of Relations.

(Providence Journal.)

The will of a wealthy man, just published, provides that his son, who is to inherit a very large income, shall neither live with nor visit any of his relatives until he is 21.

What was in the mind of the testator? Did he think that relatives are dangerous advisers and companions during a young man's minority, but harmless thereafter? That is a novel thought. Mothers, brothers, uncles and aunts have been generally held safe and sane advisers—all the better for action so far as we remember, that has to do with matters of this sort lays stress on the danger of a youth's neglecting his family and taking up with hazardous counsel outside.

Perhaps the testator feared lest the blood might be urged upon his son as a reason for disbursing his money, whereas strangers would not think of asking him for any of it. He may have argued that the youth would be unduly "easy" who was assailed by considerations of sentiment and affection. Or it may be that he simply had a grouse against the whole family.

Nowhere does human nature show itself more strongly than in wills. In these solemn instruments prejudices, sinister emotions survive. But against these let us put the frequent proof also of happier feelings—generosity, forgiveness, compassion, charity, thoughtfulness, tenderness, good-will, foresight, judgment, gratitude, and the like.

Let us hope that in the case of the young man who is not to be permitted to live with or visit his relatives until he is 21 there will be no unfortunate results, and in particular that no lasting breach will be made between him and his deserving kin. Family rows ought to be avoided.

Profiteering and The Newly Rich.

(New York Times.)

Let no guilty profiteering escape! It is a string cry, but courage falters when attention is called to the guiltiest of all, who is also the one nearest home—namely, the cook. The high cost of food does not touch her, yet yet the landlord's gouges. Subway fare and moving picture remain, with military precision, as they were. There has been some advance in clothing, but the main outlay—namely, sheep's eyes cast at the mistress' declining wardrobe—seems to come as easily as ever. Yet her wages have doubled, and even this brief complaint is muttered frutively, in the hope that it may escape the culinary eye.

What is the reason, economic or human? Woman was workers have been demobilized, women subway guards retired. Yet the intelligence office is unpeopled as Persepolis. It is the same in England. The house girl has followed the munition maker back to private life. The excess of 1,000,000 females which existed before the war has been doubled. Yet the editor of grand and reverend weekly review raises a hebdomadal ululation that he has no housemaid or laundress. While we have all been talking of the superior female, she has vanished like the hunted shark.

Perhaps the French view is right, that a chief cause of high prices is the lavish spending of the war-made rich. In America, it is estimated there are 18,000 new millionaires. Picture the consequent run upon cooks and butlers! If this is the explanation of the high cost of service, there is hope that the evil may in time cure itself. Money will engage servants, but it takes character and tradition to keep them engaged. The prospective employer of a butler, of late, found his man unaccountably yielding. "In five weeks, Sir," the poor fellow said, "I have been in the employ of four of the newly rich. All I ask, Sir, is permanency."

## Eggs and Wages.

(Rochester Post Express.)

According to history the Roman Emperor Diocletian, 100 years ago, fixed the price of eggs at 5 cents a dozen, and the wages of unskilled labor at 15 cents a day. The prices of other articles of the time were proportional to these, and a Roman laboring man could thus, if he wished to, buy three dozen eggs a day. Along in the seventies here in America the price of unskilled labor had climbed to a dollar a day, and eggs in the season of their plenty sold for 12 cents a dozen. The laboring man had secured the eggs at a price which he could then take eight dozen eggs home with him at sunset if he so desired.

During the last few years it has been a case of the egg and the hen, and the relative position has not greatly changed. Eggs "State fresh" and "Western fresh" are quoted at about 30 cents a dozen, though the "actually fresh" are somewhat more. As for wages, it is not clear what the average for unskilled labor is. But if it is about \$4, the toiler can still accumulate eight dozen eggs a day whereas if it is only \$3.50 or thereabout the agile egg is beating him in the race. Skilled labor, however, has left the hopelessly distanced egg at the quarter pole, and even half skilled labor has left it far behind.

The United Cleaners' Union of New York City has formulated its demand for \$30 a week, which is equivalent to twelve dozen eggs a day, and the members of the union of retail milk wagons is for \$50 a week, a 2 per cent commission on sales, a six-hour day, with time and a half for overtime, and double pay for overtime on Sundays. This would probably figure to something like \$66 for the seven days, equal to sixteen dozen eggs, which would keep 192 eggs a day, with if there is such a productive bird, at work throughout the year.

It thus appears that since Diocletian's day wages, measured in the necessities of life, have increased about fivefold, and the world is clearly moving toward the state of affairs when the manual worker will have all the eggs and none will be left for the non-producer—doctor, lawyer, merchant, priest, and other phylactic drons of the human family who work with nothing but their brains.

later, and was, indeed, first introduced into the service during the late war. The monster model is of 18 in. calibre, weighs 150 tons, or with its mounting, 100 tons more; fires a projectile weighing 1½ tons a distance of seventeen miles at 30 deg. elevation, or twenty-five miles at 45 deg. elevation. At this range, a projectile striking the water throws up a column 300 ft. high, and during its flight, at the highest point of its course, is roughly 16,000 ft. above the surface, or higher than Mount Blanc. This gun is loaded and fired by a crew of twenty-seven men three times in every two minutes, and its projectile takes approximately one minute to travel seventeen miles. It is of a type which was used in the operations against the German coast defences. The whole exhibit affords a remarkable illustration of the scientific progress of British naval artillery.

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Knit Two Socks Instead of One.

The art of knitting two socks at once—one inside the other—has recently been introduced into this country from Europe and is exciting much interest among Red Cross workers, says the Popular Mechanics Magazine.

Two, instead of one, ball of yarn are required, but the regular number of needles is used. Stitches being taken with each thread alternately.

The outer sock is made wrong side out, while the inner one is knit in the regular way.

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