The Evening Times and Star

ST. JOHN, N. B., JUNE 9, 1914.

The St. John Evening Times is printed at 27 and 29 Canterbury Street copted) by the St. John Times Printing and Publishing Co. Ltd., a com-

wanted any dollars' worth of medical sults. A neighbor advised me to take "Fruitatives" and they proved to be the best medicine I ever got and the only medicine to do me any good. Today, I feel agreement they will find it in the report of what Mr. Borden said in parliament yesterday. The prime minister said he was convinced that the agreement did hetter housing, and it will be of special interest at this time in the city of St. John. The article tells what has been done and is being done in Whmipeg, both in the matter of town planning and better housing.

A little over three years ago Mr. William Pugsley denounced the agreement, who represents Halifax, wants the agreement renewed, and Mr.

Borden, who represents Halifax, wants the agreement renewed, and Mr.

LIGHTER VEIN

for some years a close and careful student of town planning, read a paper on "Good Citizenship" before a small audi-"Good Citizenship" before a small audience in the school room of a church. Before the meeting closed a town-planning committee was formed with Mr. Pearson as chairman. The Winnipeg Industrial Bureau was asked to co-operate and did so. Mayor Sanford Evans, who was also in cordial sympathy, had already brought the matter before the city council, and the city had amended its charter giving the council power to ap-

council, and the city had amended its charter giving the council power to appoint a commission to report on a city planning scheme.

Encouraged and stimulated by the action of the Pearson committee and the Industrial Bureau the city council in fax. The number of people in St. John the council in fax. The number of people in St. John to mext winter than it had last winter, but the same tompany last year announced the sallings of all the big steamships from St. John, and later "by grace of the I. C.

A Young Diplomat "Pa, would you be glad if I saved you Industrial Bureau the city council in June, 1911, appointed a city planning commission, with the mayor at its head. It included several members of the city council, a member of the provincial government, a representative of Manitoba on the question of the Gutelius agreement, a representative of Manitoba on the question of the Gutelius agreement, a representative of Manitoba on the question of the Gutelius agreement, a representative of Manitoba on the question of the Gutelius agreement, a representative of Manitoba on the question of the Gutelius agreement, a representative of Manitoba on the question of the Gutelius agreement, a representative of Manitoba on the question of the Gutelius agreement, a representative of Manitoba on the question of the Gutelius agreement. University, of the Trades and Labor ment will tend to increase the number. Council, of the Real Estate Exchange, and of many other bodies. The commission did not get down to actual work until October, and it devoted fifteen months to a study of the situation before presenting its report. Recognizers and its devoted fifteen months to a study of the situation before presenting its report. Recognizers and its devoted fifteen months to a study of the situation before presenting its report. Recognizers and its devoted fifteen much more agreeable for many citizens. St. John is over-run with vagrant curs.

"Why do you insist upon having the biggest share of the pudding Harry?" asked the mother of a small boy. "Isn't your older brother entitled to it?" "No, he isn't," replied the little fellow. "He was eating pudding two years before I was born." Council, of the Real Estate Exchange, ing that the city must expand, representatives of adjoining municipalities were added to the commission, and six dif-

atives of adjoining municipalities were added to the commission, and six different committees were engaged in the investigation described in the commission's report. A partial social survey was included in the work, and the commission found that the infantile death rate was too high; that the erection of readel houses should be urged upon model houses should be urged upon

model houses should be urged upon private capital, and failing that upon the civic authorities; that many new highways must be planned, streets widened and perhaps new thoroughfares opened up. The commission also proposed a civic centre.

After its report had been submitted the commission was dissolved, but a voluntary body entitled the Winnipeg Housing and Town Planning Association and Town P voluntary body entitled the Winnipeg Housing and Town Planning Associa-way would be very small.

tion was formed, and has some twelve Mr. Hazen in the house yesterday took hundred members, including many of the best citizens. An attempt was made to get legislation providing for the civic centre, but this failed. The agitation to quarrelling and would get towill, however, be continued. With regard gether so as to arrive at some unanimity it would be better for all concerned.' "The housing bill now before the No doubt Mr. Hazen meant that the

Manitoba legislature is framed upon and people of St. John should get together is virtually a copy of the Hanna Act with those of Halifax and praise the of Ontario of 1913, an act which has produced excellent results in Toronto. Briefly the bill provides for the guaranteeing by any Manitoba town or city up to eighty-five per cent of the bonds of has already produced good results. When building companies. The guaranteeing municipality must be represented on the board of the company, and the latter may not earn more than six per cent may not earn more than six per cent contains the shippers of milk to this market are given clearly to understand that their cattle and the surroundings and care of the cattle and of the milk must come up upon the capital invested. Net profits over and above six per cent must be used in the acquisition of further land, for improving the housing accommodation already provided, or for the redemption of all round. capital stock. The bill will pass, of

In the report of the proceedings in The article in Canada Monthly also says that plans for a garden city for workingmen, on the banks of the Red River between Winnipeg and Sclkirk, River between Winnipeg and Selkirk, have been prepared and gained the hearty approval of the Trades and Labor Council; and that many more applications for houses in the garden city have been received than can possibly be granted. As another evidence of progress, it is noted that a referendum on the question of the single tax will probably be taken in Winnipeg in the near future.

It is expected the next step in relation to town planning in Winnipeg will be the preparation by expert town planners of a physical plan, showing the lines and directions of future growth, providing for arteries of traffic, public squares and parks, neighborhood centres, recreation grounds, sites for public schools, etc. If this physical plan is made and adopted the land needed by the city will be acquired by expropriation, and the price will be the price obtaining when the plan was filed, and not an inflated valuation.

The Farmers' Bank bill has been killed in the senate. Eleven Conservatives, led by Senator Bowell, were among those who voted against it. There is a suspicion that the government secretly inspired this result, hoping to be able to gain credit for having tried to keep the political promises made to the depositors in the Farmers' Bank, and to lay the blame for the defeat of the bill upon the senate. The country at large will be very glad that the bill has been defeated. It was a political deal and entirely indefensible. It is expected the next step in rela- The Farmers' Bank bill has been kill-

the city will be acquired by expropriation, and the price will be the price obtaining when the plan was filed, and not an inflated valuation.

The citizens of Winnipeg fully realize the importance of the work they have so well undertaken, and their example will stimulate all the other cities in the west, and should also have the effect of arousing a deeper interest in this question in eastern cities, especially in the city of St. John, where houses are now being increased in number in the outskirts of the city in several directions without any well defined plan.

The citizens of Winnipeg fully realize the inder a hars of the delat of the blane for the blane for the delat of the blane for the delat of the blane.

T without any well defined plan.

ers' Bank bill. What will it do with the of dredging that has been done in the

HEADACHES ALMOST DROVE HER WILD

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Newbury, Ont, May 29th, 1913.

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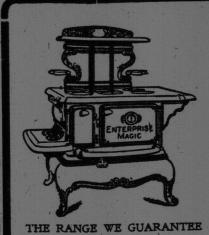
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NOT OBSOLETE

Statistics Show Steamers Have Not Ousted Their Winged Rivals

(Montreal Journal of Commerce) On all the oceans and inland seas of PHONE MAIN 1122 he globe there are 39,059 vessels, both the globe there are 39,059 vessels, both steam and sail, of 100 tons and upward, according to the Repertoire General of the Bureau Veritas for 1913-14. Of these vessels 17,135 have propelling machinery and are classified as steamers, and the remaining 21,924 are sailing vessels. This shows to be erroneous the common belief that the use of sails as a motive power for vessels is almost obsolete.

The United Kingdom easily leads all nations both in the number and tonnage of its merchant marine. Under the British flag are 11,589 vessels. In the United States merchant marine there are 4,096 vessels. But in tonnage of sailing vessels of fifty tons and upward, the United States leads the world with 1,214,974 tons. Great Britain is second with 935,-467 tons of sailing craft of fifty tons and

States leads the world with 1,214,974 tons. Great Britain is second with 935,467 tons of sailing craft of fifty tons and over.

While there is no definite information available showing the total number of motor vessels, either in the world, or in any one country, the total number is certainly enormous. The only available figures are those of the United States Commission of Navigation, by which alone there are over \$\beta(0,000)\$ power vessels a large percentage of which are used for freight work, fishing and commercial passenger transportation. These figures show that in the United States there are seventy-times times as many motor vehicles as there are vessels in the combined fleet of both steam and sailing merchant marine of the whole world. In motor vessels used for both pleasure and commerce the British Empire would probably make a greater showing in both numbers and tonnage than the United States. The average tonnage of a forty-foot boat is five tons, so that it is clear that the tonnage of the world's motor craft would be very great and would approach that of the steam and sailing vessels. This enormous fleet of power

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when John Carleton, the Senate's house keeper, discovered it under a mass of manuscripts and documents.

without any well defined plan.

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Militia Changes

The Canada Gazette of June 6 contains the following notices respecting the Canadian militia: 8th Princess Louise's New Brunswick Fiussars—To be provisional lieutenant (supernumerary), Squadron Sergeant-Major William Henry MacFarlane, April 8, 1914; 28th New Brunswick Dragoons, to be major, Captain A. N. Vince, March 14, 1914. General order 49, 1914, in so far as it relates to the appointment of provisional lieutenant (supernumerary) G. G. Corbet, 28th New Brunswick Dragoons, is hereby cancelled, and the following substituted therefor: "The be provisional lieutenant (supernumerary), Captain G. G. Corbet from the Army Medical Corps," March 5, 1914.

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