

## Flannelette Age Is Gone Forever Says Defender Of Girls

English Seaside Proprietors Hear Objections To Women's Dress.

London.—"You will never stop girls spending more and wearing less," said a delegate to the London meeting of the Association of Health and Pleasure Resorts recently, when the question of dress at the seaside was raised.

Reference was made to the "Mrs. Grundys," "The Kill-Joys," and to "The Imaginations of Disgruntled Individuals."

The agenda contained the item, "Correspondence re insufficiency of dress at holiday resorts," and the secretary stated that the suggestion was made by one of the seaside authorities that a very undesirable practice was now adopted by quite a number of the public appearing in the main streets of the town "in a very negligent state of dress which might be more or less on the verge of the indecent."

The seaside authority asked if any co-operating action could be taken by the association.

The secretary stated that action had been taken in a couple of aggravated cases at one south-west resort under a local by-law, and the maximum penalties of \$25 were imposed in each case.

The resort which asked for information was informed of the facts and they got into touch with the Home Secretary to know whether action could be taken under legislation, or whether he would approve the matter being taken under a by-law.

The Home Secretary said that they might quite well consider adopting a by-law in the common form, and such action as they considered might be taken under that by-law which left the decision as to whether indecency had occurred to the local magistrates.

G. L. Peakes, of the Wallasey and New Brighton Entertainments Committee, said that they were an association and not a court of morals. For the association to suggest any such by-laws was ridiculous.

"We have drifted many years away from the flannelette age; it is dead," Mr. Peakes added. "Where we are drifting I do not know, but it is nothing to do with this conference."

"There are many seaside towns which have very little attractions, and if you interfere—(Laughter.) There are some of those very nice seaside places which have no bathing pools and cinemas, and where would they be if you stepped in and cut off this carnival of insufficiency of dress?"

"You will very quickly find yourselves in deep water if you attempt to define what insufficiency of dress means in these days."

Councillor Morris, chairman of the Brighton Corporation Publicity Committee, said he was wondering whether the letter was written in the silly season.

No action was taken.

### HIS LOOKS BELIED HIM

An old lady visited an asylum and displayed great interest in the inmates. One old man particularly won her compassion.

"And how long have you been here, my man?" she inquired.

"Twelve years," was the answer.

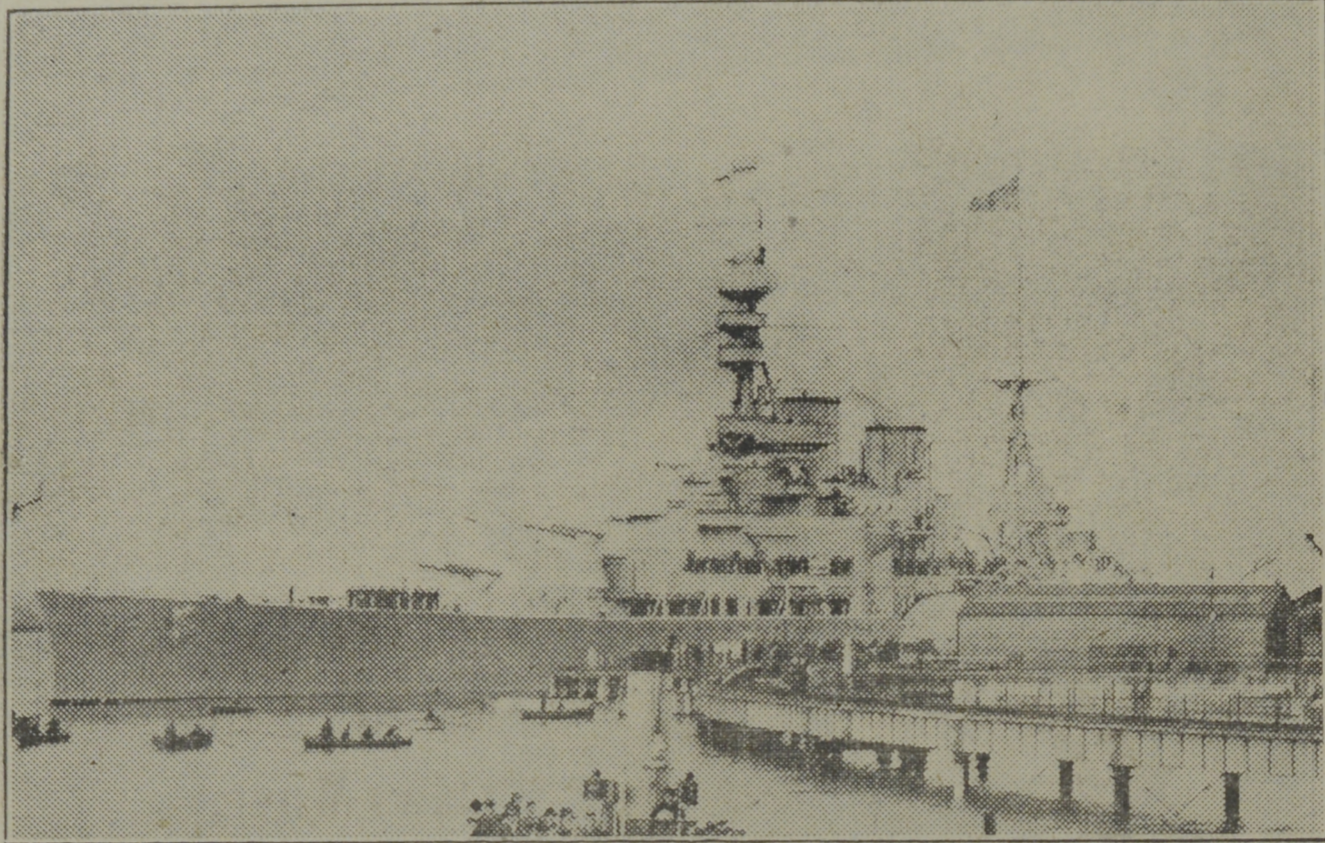
"Do they treat you well?"

"Yes."

After addressing a few more questions to him the visitor passed on. She noticed a smile broadening on the face of her attendant, and, on asking the cause, heard with consternation that the old man was the medical superintendent. She hurried back to make apologies.

"I am sorry, doctor," she said. "I'll never go by appearances again."

## ANOTHER BRITISH WARSHIP VICTIM OF SABOTAGE?



The news from London that the H.M.S. "Repulse," famous British battle cruiser, has been damaged by suspected sabotage, is causing increasing alarm in the British Isles. This is the fifth vessel of the navy to have been tampered with. Here we see the "Repulse" leaving on a cruise.

## The ST. LAWRENCE and MARITIME TRADE

(Continued from Page 3)

The United States could now absorb its half of such potential power development, but Canada has already developed much more than she can use, consequently, the benefit would be derived by the United States only. By such a premise, it logically follows that the latter country would then undoubtedly cancel the contracts for electrical energy that they now have with Canada, and which are a decided source of revenue, so it is obvious that the benefit accruing from such development might well be based on 90 per cent. benefit to the United States and ten per cent. benefit to Canada.

It may be safely said, without fear of successful contradiction, that whatever advantage Canada would gain, if any, it would not be in the best interests of the Maritime Provinces. What it would do, would be to divert whatever traffic we now have moving through the nationalized ports of Halifax and Saint John, to a direct water route which would be a further economic deathblow to our railway systems.

We in the Maritimes, do not need to be reminded of the costs of the canal system of Upper Canada, to which we are contributors, and which, considering the expenditures necessary for their maintenance, are a very doubtful blessing. It is highly improbable that the development of a water route that is only available for seven-twelfths of the year, due to natural causes, can ever be a definite asset to this Confederation of Provinces, or even remotely be considered as a national gateway. This fact was recognized by British militarists and economists as well as by the Fathers of Confederation, as is shown by the federal and constitutional provision for the construction and consistent full time operation of the Intercolonial Railway, and the establishment of an all British trade route that was to be available and to be used at all times.

Coincident with the diversion of much of our traffic to American rail lines and American ports, while adding to our already staggering army of unemployed, would give work to American rail and port workers and further dividends to American rail and shipping interests. It would paralyze the eastern section of our trans-continental railway systems and particularly affect the National Transcontinental Railway. At the best of times, railways cannot or will not attempt to compete with

the low freight rates of water carriers, even though they were to receive the full volume of Canadian rail haulage, which they certainly would not get in competition with American outlets.

Such a policy is of vital importance to the Maritime Provinces, for its potential effect on the national ports of Saint John and Halifax, which would be absolutely disastrous, these two great open ports being all that remains of our one time economic independence. It would be practically devastating to our Inter-Maritime trade as well, as it would not only permit, but would definitely encourage by low water freight rates, the even greater competition of Ontario, Quebec and American manufacturing interests, to the utter collapse of our few remaining Maritime industries. To quote a further possibility, the subsidized farmer of the West could ship general farm products for delivery in the Maritimes, cheaper than ship them from one point in the Maritimes to another. It would greatly facilitate the competition of foreign and Province of Alberta coal with the output of our Nova Scotia mines. This is not only possible, but very probable, unless we are on our guard to meet such a menace with a united front.

To those who will say that the foregoing is very far fetched, let them be reminded, that Ontario manufacturers and Montreal interests were successful in overcoming the policy of making the Maritime ports of Halifax and Saint John free ports. Sir Alexander Gibb in his survey got over this suggestion—not because it was not practical—and the geographical position of both ports could not be more advantageous—but because there are no free ports on this side of the Atlantic, yet it is significant that plans are already under way to make New York a free port and quite recently, Montreal has been throwing out feelers for just such consideration and the fact remains that icebreakers are to operate at least a week earlier in the St. Lawrence, which means loss of traffic to the Maritimes.

The cause of many of the wrongs under which the Maritime Provinces are suffering has been the lack of understanding of our problems, lack of knowledge of our federal and constitutional rights under Confederation, resulting in us allowing these conditions to exist. There also has been deplorable and shameful weakness on the part of the Pro-

vincial Legislatures, Senate and Federal representatives, in permitting policies to overshadow Maritime interests. There has been too much following of policies which have retarded Maritime interests and lack of the true spirit of co-operation.

The remedy for these conditions lies with the people of the Maritime Provinces. All these wrongs can be righted by the people of the three Provinces becoming familiar with their own problems and banding themselves together

## Economic Position of New Brunswick Must Be Helped

(Continued from Page 3)

into effect, with the avowed purpose of improving the means of communication and of tending to stimulation and improvement in their mutual trade. In our struggle for a more equitable position in the general trading program of the Dominion, this feature of West Indies trade has been repeatedly drawn to our attention, but unfortunately, nothing has been done and nothing has been attempted within recent years to make these counsels operative or of beneficial effect.

"We find, indeed, that whereas the total trade of the Dominion and the West Indies in 1921 was sixty million dollars, during the past year this avenue of mutual exchange was restricted to the sum of twenty-five million. If, therefore, an intelligent portrayal of our needs was presented by our friends in other parts of the Dominion, undoubtedly a laxity has been manifested in seeing that these needs were satisfied. At the moment, Japanese competition threatens the very structure of Maritime trade in all sections of the southern colonies, and it is, therefore, to be trusted that this will be one of the problems which will receive the earnest attention of the department about to be created.

"In matters of transportation, we are hopeful, also, that all existing lines of communication will remain open and available. As respects this feature, we have a serious problem in the County of Charlotte, where a retrograde measure is proposed, cutting off a wide and fertile section from development. As far back as 1883 the Parishes of Pennfield and St. George, by vote in the Council assessed themselves for the purpose of a railway survey, to give an outlet to their products, and, indeed, it must be regarded as a shameful reversal that the vision of 50 years ago should be less acute in what might be considered a more progressive time and

## fifty Years Ago in New Brunswick

By GEORGE I. HIGGINS

### FREDERICTON

Fredericton, the capital of New Brunswick and of York County, is beautifully situated on a level plain on the right or western bank of the Saint John river, eighty-four miles from its mouth and nearly opposite the mouth of the Nashwaak river. The city is lighted with gas, and a good water supply is being secured at considerable expense. It is the seat of the University of New Brunswick, contains many fine public buildings, chief among which are the Parliament Buildings, Customs House and Post Office, City Hall, Government House, several handsome churches—the English Cathedral is especially noticeable.

Fredericton, under the name of St. Anns, was founded by Jean Pierre Danillo, a French priest with nearly 100 followers, about 1738-40; and was crowded with Acadian refugees from 1757 to 1784 when they were driven away by the Loyalists. In 1786 it became, and has ever since remained, the capital of the Province under its present name. Population, (1881) 6,218. River route from Saint John City, 84 miles, fare \$1.00; New Brunswick Railway and Fredericton Railway, 68 miles, fare \$2.03. Thomas Temple president; Fred B. Edgecombe, superintendent of the Fredericton Railway.

without the curse of political background, with selfish motives buried, to assist wholeheartedly in seeing that these Provinces are not sacrificed to satisfy personal ambitions nor dominated by other and more densely populated sections of the Confederation.

age. May it, therefore, be the pleasure of the department, as now proposed, to enquire seriously into all features pertaining to the projected limitation in the industrial life of the section concerned.

"The problems of relief which have faced this country during the hapless years of ordered starvation must be solved by constructive ideas and by promotional enterprise. We must, indeed, pass by the darkened corridor to a brighter outlook. This, I believe, can only be accomplished by an intelligent survey of the possibilities incidental to our natural resources."

Mr. Doane pointed out that many minor industries holding potential features of aggregate wealth have been entirely neglected. He referred to the peat moss, blueberry barrens, cranberry bogs, boneless herring, dulce, limestone and granite of Charlotte County which awaited attention.

Regarding canneries, Mr. Doane said: "I believe that it is the policy of the government to advocate the establishment of small canneries in selected locations throughout the province. In formulating this policy, it is not the intention to embark upon any plan of extravagant expenditure, but rather to stimulate in each county an interest in small canning industries for local, and if practical at a later date for more general expansion. Through this method, it is hoped that importations of canned goods may be curtailed, and that with a local clientele these smaller industries may prove self-sustaining even in their initial stages."

### MISUNDERSTANDING

"What happened to your nice lodger?" inquired the landlady's friend.

"Oh, I had to get rid of him," was the reply. "He told me he was a Bachelor of Arts from McGill, and I found out he had a wife and family in Toronto."