

CURIOUS PERVERITIES OF HUMAN NATURE—WILL BUY SUPPLIES AND STOCKS WHEN HIGH

It is one of the curious perversities of human nature that people will fall all over themselves to lay in a good supply of things they need, and some things they don't need, when prices are high, and exercise the utmost circumspection in filling their wants when the cost of doing so is unprecedentedly low.

Take sugar and flour, for instance, in war time. The nation had been urged to go slow in the use of these necessities in order that the supply might be sufficient for the needs of our allies and the fighting men. Prices naturally took wings. This did not deter persons who had all their lives bought sugar on a scale measured by their weekly consumption and flour by the small bag from plotting and manoeuvring to secure supplies many times greater than their customary needs at preposterous cost. We know one man who laid in 200 pounds of sugar at 20½ cents a pound and put it away in his cellar in quart fruit jars. It absorbed moisture and then caked in the drying out process, and he was still scraping sugar out of the jars with an iron spoon when other

people were buying the same commodity in its loose-flowing condition at seven cents.

Is not the same thing true of securities? Less than two years ago stocks went like the proverbial hot cakes at prices two or three times their intrinsic value. They were high; therefore people had to have 'em. On the big buying days it seemed as if everybody were afraid the supply of stocks would soon be utterly exhausted, and that hungry speculators would starve to death for lack of them. Now securities are on the bargain counter, and buyers sniff at them suspiciously. The customers in the board rooms do not reason that such-and-such a stock must be a good buy because it is going begging at prices that promise a good yield on the investment; rather they figure that the fact that it is low is pretty good evidence that it must be suffering from some serious malady.

If such things run true to form, now that gasoline has got down to a figure that makes it much cheaper than kerosene was not long ago, the motorist who used to tell the filling station

man to "fill her up" at 25 cents a gallon will probably be ordering two or three gallons at a time of the regular product.

Even if there were a sensible tendency to stock up at low instead of at high prices the gasoline purveyors would still be safe. A man can't buy an extra supply of gasoline to fortify himself against the return of higher prices. It is not considered good form to stow this fluid in empty pots in the kitchen dresses, or to fill the bathtub with it. The five-gallon can holds about as much of a spare supply as the average motorist dares to keep about his premises.

There is naturally the possibility that gasoline will still be cheaper. But it is not likely to get below the present price; for should it sell for less, some people might think distributors were evading the payment of their taxes.

LINES IN IRONY

Pride wells from deep within my heart

When I encounter something smart. Since fellows of my point of view Give fullest credit where it's due.

And as I praise with earnest pen The cleverness of other men, I know they read my verses through. And say, "He must be clever, too."
—S. L. K. MARSHALL, in Detroit News.

WOMEN OF 20 TO 25 FOUND TO MAKE THE BEST MOTHERS

The young woman between 20 and 25 years old is the ideal mother, and she is also the most popular one.

She is the best, because her children have the best chance of surviving and growing to adult life. She is the most popular, because of all age groups she bears the most children—although her older sister between 25 and 30 is a close second.

This and much other information about the motherhood question in Denver is given in a paper, "Some Preliminary Observations on Denver's Infant Mortality Study," by Prof. A. D. H. Kaplan, to be published in the Colorado Journal of Medicine.

Dr. Kaplan, economic adviser to the bureau of business and social research at the Denver University school of commerce, has been in charge of a two-year study of the problem conducted by the bureau and participated in by various civic agencies.

Of approximately 5,000 birth cases recorded, 1,490 thus far have been classified by age groups. These show that 451 mothers were 20 to 25 years old, 423 were 25 to 30 years old, 255 were 30 to 35, and 189 were under 20. In the older age groups, 107 were 35 to 40 years, 37 were 40 to 45, two were over 45, and in 26 cases no age was reported.

The younger mothers—under 20—as a class probably do not know how to take care of their children after they get them, the survey indicates. The death rate of children of these young mothers is 122 a thousand, or about one child out of eight.

The prize for successful care of infants goes to the next age group—those between 20 and 25—in which the death rate of children is only 58 a thousand.

From there on up, the death rate climbs as the mother grows older, until in the group between 40 and 45 years old the rate is 216 a thousand.

One fact brought out by the study is the low number of stillbirths in the cases of mothers under 20, indicating

the high mortality in that class is due not to any physical cause, but to lack of experience or care.

A close relation between the infant death rate and the financial circumstances of the family into which a child is born also is shown by the survey.

It was found that in families with incomes of 3,000 or more the death rate was only 37 a thousand, regardless of the age of the mothers. At the opposite extreme, families reporting incomes of less than \$500 a year had a death rate of 183 a thousand.

Arranging the figures in another way, Dr. Kaplan found the groups with incomes below \$1,500 a year had a death rate of 99.2 a thousand, while those receiving more than \$1,500 had a rate of 47.5.

Investigations of home and hospital care indicated much of the mortality in poor homes was due to the actual home conditions. A tendency for the death rate to increase after the first month was observed among the poor, while the increase among those in the higher income levels was slight by comparison.

An indication of the economic circumstances of Denver's families was afforded in discovery that 37 per cent of the births considered in the preliminary report were in families with total incomes of less than \$1,000 a year. The relationship between income and the death rate also was shown by charting deaths on a map of the city. The highest rate, 183, was suffered in a district along the Platte River, consisting largely of shacks and poorer dwellings, while the lowest rate, 19, was in Park Hill, a fine residential section.

The infant mortality study was undertaken by a group of civic bodies when a report for 1928 showed that Denver, Colo., despite its climatic advantages, had a higher infant death rate than any other of the 25 largest cities of the country—91 a thousand.

NORTH CAROLINA STRIVING TO BETTER NEGRO'S STATUS

Bricks, N. C., Aug. 27—As one passes over from Virginia to the Carolinas he comes into a new and distinct type of civilization. At once he realizes a more democratic type of life in contrast with the aristocratic type of Southern civilization, which has a direct bearing on the racial situation. North Carolina has the reputation of being the most progressive state in the South in its treatment of its Negro citizens. And yet this state suffered heavily in the migratory movement. As in other Southern states, there is one fatal defect in its attitude toward the Negro, to which I will refer in another article.

North Carolina has stood for three things in particular—good roads, good schools and good race relations. By good roads, which run everywhere through the state, new blood has been infused in the old commonwealth. By good schools new ideas have been injected into the people of both races; last year, for instance, more than \$1,000,000 was appropriated for Negro education in the race to be the first state in the South to educate every Negro within its borders. By good race relations a spirit of interracial co-operation has been initiated.

Some Governor has been elected on each of these outstanding issues. The present Governor is laying special emphasis on agriculture, and had his picture taken standing between the winners of the agricultural prizes—a Negro girl on one side of him and a white boy on the other. Asked if this might not hurt him politically, he replied that he would like to use the picture as a campaign poster.

Winston-Salem is the wealthiest city in the state. It is said there are seventy-one millionaires in the city, one of whom is a Negro. Its pre-eminence rests on the tobacco industry, in which North Carolina excels. Five thousand Negroes are employed by the Reynolds Tobacco Company, and share liberally in its payroll of \$1,000,000 a week. During the depression

the company kept all its hands at work, and, at times, in double shifts. The company provides insurance for all its employees, looks after their social welfare and is interested in the general welfare of the people of both races in the community.

CATTLE BEING SHIPPED TO THE OLD COUNTRY

Winnipeg, Man., Aug. 28—Success of the movements begun last year to market Canadian beef in Great Britain is evidenced in the large number of shipments of beef cattle sent to the Old Country since last October.

Friday morning will see one of the largest of these when a special train of 25 cars and an additional 10 cars attached to the regular stock train will arrive in Winnipeg over Canadian Pacific lines from Alberta and Saskatchewan.

Twenty-three cars of the special will carry cattle from the ranch of Senator O. Burns at Patricia, Alberta; two are from Baseano and are being shipped by Jack Byers, representing the council of western beef producers at Calgary. Of the other ten cars, one is from Walsh, Alta.; four from Peigan, Alta.; two from Magrath, Alta.; one from Matadore, Sask., and two from Maple Creek, Sask.

Movement of these cattle, which represent the best beef grades in the west, is made in the speediest possible way, allowing a day stop-over in Winnipeg for feedings. According to information received today from J. H. McKay, general agricultural agent of the Canadian Pacific Railway, Friday's shipment is the twelfth in the present experiment and is bound for Montreal to sail September 5th on the S.S. Sagamore. During the depression

WEDDING IS POSTPONED AS EIGHT ARE HURT

Toronto, August 28—When the wooden floor of a hallway in a Jewish Synagogue here gave way today eight persons gathered to watch a wedding procession were thrown 15 feet to the ground beneath and seriously injured.

The accident occurred just before the wedding of Ossie Lengner and Miss Diana Silverstein was to have taken place. The ceremony was postponed for one week owing to the mishap.

The eight injured persons were among a crowd of 20 gathered on a second-storey hallway leading from the Synagogue proper to part of the building used as a residence by Rabbi Isaac Lengner. They were watching for a glimpse of the bride and bridegroom as they walked through on their way to the altar.

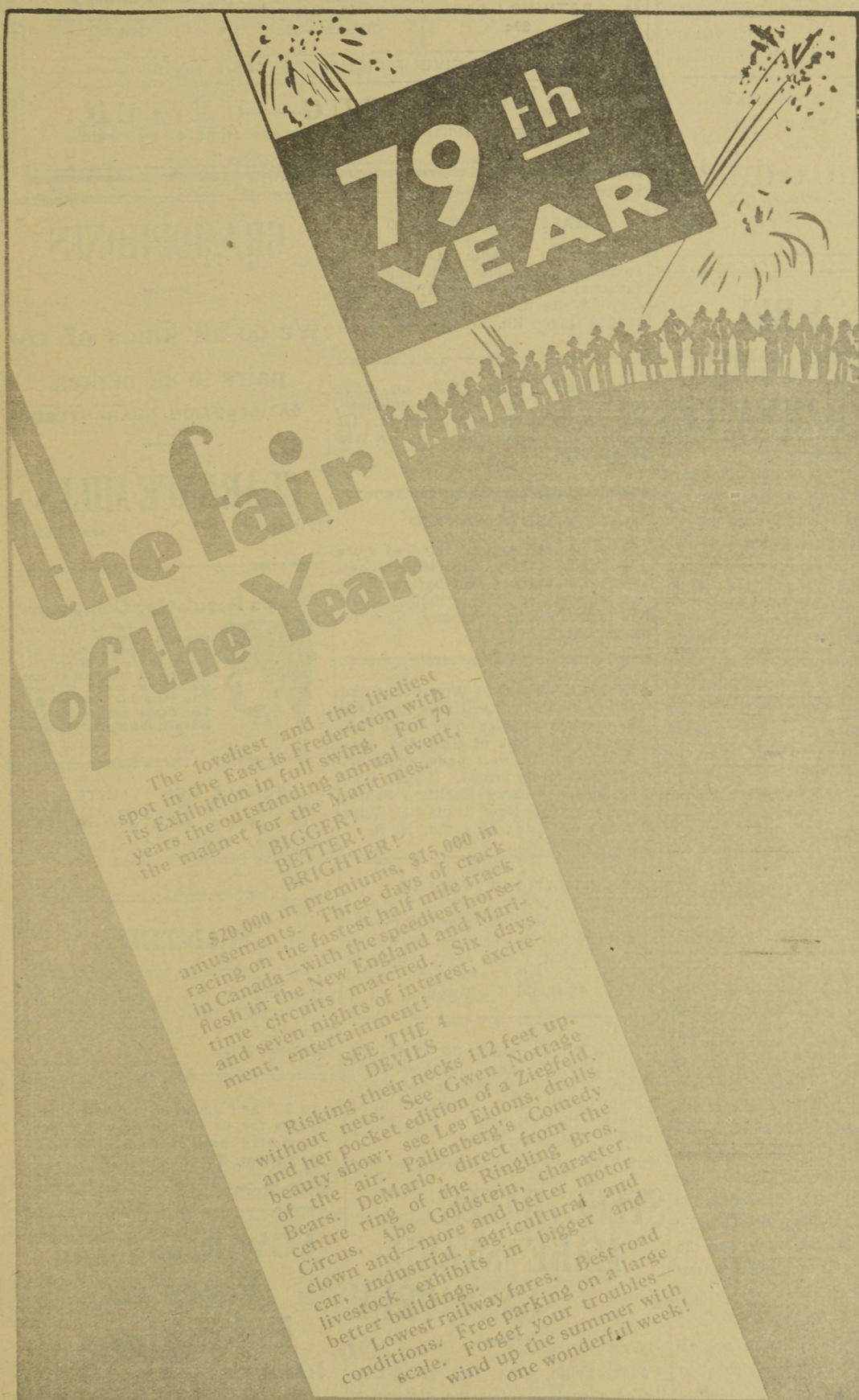
CLAIM LINERS GO BY TOO FAST

Yarmouth, England, August 27—Transatlantic liners go by altogether too fast, in the opinion of town authorities. They have protested to the board of trade that the wash of big ships in the Solent, the channel between the Isle of Wight and the English shore, piles up wrecks of small boats on the island and endangers bathers.

GOOD PROGRAM ON THE AIR THIS EVENING

The following are the radio programs for this evening on stations easily picked up in Fredericton:

- WEAF New York
- 7.00—Baseball Scores.
- 7.05—Phil Napoleon's Grenadiers.
- 7.15—The World Today.
- 7.30—Snoop and Peep.
- 7.45—Careless Love.
- 8.00—"How's Business?" WJZ New York
- 7.00—Amos 'n' Andy.
- 7.15—Tastyest Jesters.
- 7.30—Phil Cook.
- 7.45—Boxing Program.
- 8.30—Gold Medal Express.
- 8.15—Penzold Pete.
- 8.30—A. & P. Gypsies.
- 9.30—General Motors Program.
- 10.00—Adventures of Sherlock Holmes.
- 10.20—Symphonic Rhyme Makers.
- 11.00—Florence Richardson's Orchest.
- 11.30—Henry Busse and his orchestra.
- 11.50—Henry Busse and his orchestra.
- 12.00—Phil Spittainy and his orchestra.
- 9.00—Maytag Orchestra.
- 9.30—Real Folks.
- 10.00—Stromberg Carlson Program.
- 10.30—Empire Builders.
- CKAC MONTREAL
- 7.00—Safety League Talk (French)
- 7.30—Baseball Scores.
- 7.35—Ritz-Carlton Orchestra.
- 8.27—Question Box.
- 8.30—Simmons' Orchestra.
- 9.00—Furniture Manufacturing Co.
- 10.00—Ritz Carlton Orchestra.
- 10.15—St. Mary's Hospital.
- 10.30—"La Presse"
- 11.00—Fred Cully and Orchestra from Royal York Hotel.
- WLW Cincinnati
- 6.45—Roxy Theatre.
- 7.30—Shannon Melody Weavers
- 7.45—Variety.
- 8.00—Vision Aids.
- 8.30—Real Folks.
- 9.00—Hotel Gibson.
- 9.30—Empire Builders
- 10.00—Casa Grande.
- 10.30—Crosley Artist Bureau.
- 10.45—Bob Newhall, Sport Slices.
- 11.00—Willy Musical Memories.
- WTIC Hartford
- 7.10—Hlima Islanders.
- 7.25—Baseball Scores.
- 7.30—Concert.
- 8.00—"Through Lighted Windows"
- 8.15—Andy Sanella's Orchestra.
- 8.30—The Gypsies.
- 9.30—General Motors.
- 10.00—Phileo Symphony Orchestra.
- CNRA MONCTON
- 10.30—Home Economics.
- 2.00—Daily Potato Bulletin.
- 2.10—Ocean Limited Hour.
- 3.15—News Bulletins.
- 6.15—Dinner Period of Music.
- 8.00—Program from CFBO St. John.



79th YEAR

the fair of the Year

The loveliest and the liveliest spot in the East is Fredericton with its Exhibition in full swing. For 79 years the outstanding annual event, the magnet for the Maritimes.

BIGGER! BETTER! BRIGHTER!

\$20,000 in premiums, \$15,000 in amusements. Three days of crack racing on the fastest half mile track in Canada—with the speediest horse-flesh in the New England and Maritime circuits matched. Six days and seven nights of interest, excitement, entertainment!

SEE THE 4 DEVILS

Risking their necks 112 feet up without nets. See Gwen Notrage and her pocket edition of a Ziegfeld beauty show; see Eldons' Comedy of the air. Paffenberg's from the Bears. DeMario, direct from the centre ring of the Ringling Bros. Circus. Abe Goldstein, character clown and—more and better motor car, industrial, agricultural and livestock exhibits in bigger and better buildings.

Lowest railway fares. Best road conditions. Free parking on a large scale. Forget your troubles—wind up the summer with one wonderful week!

FREDERICTON EXHIBITION AND HORSE RACES

SEPT. 12th - 19th, 1931

Fredericton, N.B.