

PEOPLE WERE EXTRAVAGANT AFTER THE WORLD WAR

We Are Now Locking the Door After the Horse Is Stolen—We May Have More Sense In the Future

There is an old adage about locking stable doors after the horse has been stolen. It is usually put as conveying the idea of a precaution taken too late. It is too late, of course, for saving the horse from the thief but it is the right thing to do nevertheless, for it gives promise of precaution to be hereafter taken in time.

It needs but a glance over the past ten or fifteen years, or at least one need go no further back than the end of the War, to see that for years everything that men did, involving money, was done extravagantly. Nations and governments were extravagant; cities and towns and municipalities were extravagant; manufacturing and commercial corporations were extravagant; and private citizens were extravagant.

Public corporations borrowed money as though there were no limit whatever to the capacity of the citizens to pay interest on the borrowings. A flag-

rant and striking case is presented by the great city of Chicago. There is a mountain of wealth, of potential wealth at least, piled up in that city, and yet the city has been driven to strange and startling expedients to pay its employees.

Private corporations were carried on in more than one country, upon money borrowed from banks, while at the same time the money earned by their business operations was gambled in Wall Street. Private citizens borrowed money to play the stock market game.

Legitimate and profitable industrial enterprises were merged and consolidated with worthless concerns; and the combination inflated far beyond its value in order that its stocks and shares might be gambled with to the private profit of a few persons. And it is grimly humorous to note that sometimes those selfish persons overreached themselves and fell down on the other side.

Private and personal buying of manufactured goods of every sort was pushed to such lengths as to become a sort of madness. The business world convinced itself that there was no limit to the power of the people of a country, in general, to absorb manufactured goods. Every house and every barn in the land was stuffed with manufactured goods, mostly not essential, often useless, usually not having any earning power, pushed into them by "whirlwind campaigns" of expert sellers and costly advertisements. People bought on credit and were not only encouraged but coaxed to do so. Advertising pages shouted and radios blared that the thing for a man to do was to buy on credit, and to spend his money in having a good time.

People bought on credit. They are still paying. Many of them can never pay, and have a millstone about their necks for years to come. The markets of the world were deluged with manufactured goods not needed by the people who bought them, and capable of conferring no real benefit on the purchasers.

If there was in any case a cheaper way of doing anything as well as a dearer way, the dearer way was deliberately chosen in most cases. As a choice between a telegram and a letter, a telegram was sent, with no advantage by its choice. If a man wanted something from a distant point, and the choice was between freight train and express, at many times the cost of the latter over the former, the thing was ordered by express.

These things are all true, are they not? Everyone knows that they are true. There is a great locking of doors just now. In some cases the horse is

THE ONLY WAY TO CURE ELM TREE DISEASE IS TO CUT DOWN THE TREE

Every Tree That is Found Stricken Should Be Removed—Fredericton Is Noted For Its Elms

Fredericton has long been noted for its Elm shaded trees. It will therefore be of interest to read the following:—

The Dutch elm disease is giving much worry to heads of parks throughout lower New York State, New Jersey and Connecticut. So serious has it become that Gov. Lehman has asked the Legislature for an additional appropriation with which to make a concerted attack and to protect the trees that have not already been stricken. There seems to be no cure except to remove the tree affected, thus saving its neighbor.

Up to date the disease seems to be confined to an area centering in New York city and having a radius of thirty-five miles. Diseased trees have been found on Long Island as far east as Hempstead and Westbury. In Westchester the epidemic is most severe at the southern end of the county, but thins out at the northerly limit near Chappaqua. In Connecticut isolated cases are reported as far east as Stamford.

Nearly 1,000 diseased elms have been found in New York State, probably four times as many in New Jersey, and twenty-one in southwestern Connecticut. Of these in New York state 375 were in the five boroughs of the greater city and 175 of these elms were on city property with Staten Island most seriously affected.

Tree experts have labored hard to find some cure to combat the ravages of these elms, but have so far been unable to do a thing except to attack with saw and ax and remove the entire tree. The disease is a fungus that works beneath the bark in the growing tissues of the tree where

it cannot be removed by spraying, while bark engraver beetles working similarly, are the main carriers of the disease to healthy trees. There is no known cure, say these experts. With the rarest exceptions, a tree, once infected, will die within two or three years at most, and during every day of the growing season that such a tree is allowed to stand it is a source of possible infection to all healthy trees in the vicinity.

The conclusion after much study is that the only way to save healthy standing elms is to cut down and burn every diseased tree in the country which, of course, is some task. If one diseased tree is overlooked it voids the eradication efforts. State laws require the removal of every diseased tree as soon as found. If this is not done speedily it is quite possible that every elm in the country will be attacked and will have to be cut down and burned in order to arrest the spread of the disease. It's a big job and will cost much money.

Raymond I. Dittmars, president of the Westchester County Conservation Association told Gov. Lehman that since July 1 there have been 275 diseased elms destroyed and that there are more than 200 under suspicion there now. He added that if these afflicted trees are not speedily removed there will probably be an epidemic that will affect the whole of New England.

The State legislature was asked for \$200,000 last year to fight the disease but the request was pared down to \$45,000, which is not sufficient to combat the ravages of the disease. Gov. Lehman is asking for a further appropriation said the problem is "unquestionably a very serious one."

BELIEVE BODY FOUND THAT OF CANOEIST

St. Johns Nfld., Sept. 7.—Efforts were being made tonight to establish positive identity of a decomposed body picked up off Long Point by fishermen who believe it is Jack Smith of Peterborough, Ont., drowned while attempting to paddle across the Gulf of St. Lawrence in a fragile canoe.

The body was clothed in a black union rubber suit with blue overalls inside. The rubber suit is not the type worn by Newfoundland fishermen.

Smith set out from Gaspe, Que., nearly two months ago in his 16-foot canoe which he hoped would carry him to Peterborough, England. The craft was washed up by the breakers at Point la Fontaine on Aug. 20 and definitely established his fate.

Today, James Humber of Brig Bay reported to authorities that he picked up outside Twin Islands off St. John's Bay, a tin containing the diary, chart, pilot books and other small articles presumably owned by the adventure-some canoeist.

COL. BISHOP, V.C., RESUMES FLYING

Montreal, Sept. 7.—The call of the clouds has once more gripped Canada's ranking wartime flying ace, Lieut. Col. W. A. Bishop, V.C. After an absence of 12 years from active flying, he has decided to climb back into the cockpit. He is now taking instruction at the Montreal Light Airplane Club field preparatory to regaining a pilot's license.

Colonel Bishop, however, is only going into flying again for personal reasons. He wants to be able to commute between Montreal and his summer home in Muskoka, Ont., Colonel Bishop soon showed he was only a little bit rusty on flying technique. He went up first with an instructor but within an hour was flying "solo."

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Colonel Bishop achieved an enviable record during the war, accounting for 72 German airplanes. With orders to return to England in his pocket on his last day in France he brought down five.

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COLWELL-JENNINGS LIMITED SHOWING GREAT MATTRESS

The Marshall Spring Mattress is a Great Canadian Product — A Chance To Get One.

Colwell & Jennings, Limited, are active as usual at the Fredericton Exhibition again this year, showing a line of Marshall sanitary spring mattresses. This wonderful mattress is very well known and appreciated in the Canadian market. Great care is taken by the manufacturer in the construction and the material used in its construction has always been and still is selected by experts until today they are producing a super mattress that is satisfying the Canadian public as never before. There is beauty, comfort and economy in every Marshall Mattress you buy.

Go to the Marshall exhibit conducted by Colwell & Jennings, your leading furniture dealers at the Fredericton Exhibition and learn of the great qualities of this wonderful Canadian mattress. And above all, don't forget that somebody gets a Marshall Mattress free—it may be you.

MACLAREN AT LONDON

London, Ontario, Sept. 7.—Hon. Dr. Murray MacLaren, minister of pensions and national health, visited London as the guest of honor at the annual Westminster Hospital sports day. Dr. MacLaren made tour of the hospital plant and visited Victoria Hospital and Byron Sanatorium.

The world's greatest need is some kind of martial music to thrill the patriot while he pays for a war.

First sign of fall: The four-year-old while out riding recently, thought a single-dip ice cream cone would be ample.

kept locked up when he might better be taken out for a run. Well, it may be better so if it helps to give us more sense for the future.

Ford V-8 STARTS 10,000 MILE ECONOMY RUN

FIVE TIMES AROUND THIS ROUTE! Start Saint John, N.B. (1) to St. Stephen (into St. Andrews) (3) to Long Creek (2) to Fredericton (2) Fredericton to Edmundston (2) Edmundston to St. Leonard (17) St. Leonard to Campbellton (11) Campbellton to Bathurst (11A) Bathurst to Newcastle (11) Newcastle to Shediac (15) Shediac to Port Elgin (16) Port Elgin to Baie Verte (cross on shore road to Tidnish and Port Howe) (6 and 4) Port Howe to New Glasgow (via Pictou) (4) New Glasgow to Mulgrave (5) Port Hawkesbury to Sydney (via Inverness, (via Baddeck, Sydney Mines and North Sydney) (28) Sydney to Glace Bay (via New Waterford) (4) Glace Bay to Truro (2) Truro to Halifax (3) Halifax to Yarmouth (via Lunenburg) (1) Yarmouth to Bedford (2) Bedford to Parrsboro (2, 9, 26, 2) Parrsboro to Amherst (2) Amherst to Saint John.

CAR WILL RUN DAY AND NIGHT . .

SUPERVISED BY NOVA SCOTIA MOTOR LEAGUE AND NEW BRUNSWICK AUTO ASSOCIATION

On Saturday, September 8th, a stock Ford V-8 model Fordor Sedan will speed from the Golden Ball Garage, Saint John, on a continuous economy test run of approximately 10,000 miles. Object: to prove the reliability of the Ford V-8, and its startling savings in terms of gas and oil mileage. The car will cover about 800 miles daily . . . through city traffic . . . on all kinds of highway. A gruelling test that will show why the Ford V-8 is the most satisfying and economical Ford ever built.

N. S. Motor League and N. B. Auto Association observers will accompany the six shifts of drivers. They will record and supervise all fuel refills. Actual mileage covered and fuel consumed will be published at the end of the trip. Meanwhile, estimate these figures yourself, and try for the substantial cash prizes offered.

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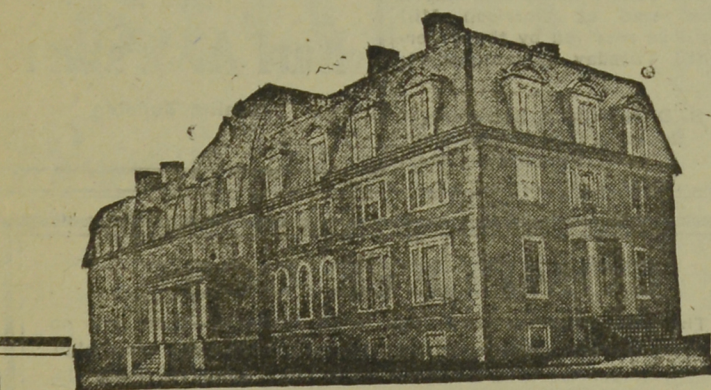
\$300 CASH PRIZES

There are three separate contests. Contest 1. Estimate the amount of oil required over and above the regular 1,000-mile changes. Contest 2. Estimate mileage per gallon of gasoline over complete run. Contest 3. Estimate total mileage of complete run. First prize \$50, second prize \$35, third prize \$15 in each contest. In case of ties, prizes will be drawn for. Decision of the Ford Motor Company of Canada, Limited will be final. Come in and get a contest entry card, fill it out and send to the Ford Motor Company of Canada, Limited, Saint John, N.B. Only one entry per person accepted in each contest. To qualify, entries must be postmarked not later than Sept. 18th.

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