

## Some Canadian Political Topics

### Sir Robert Borden's Fame is Secure—Parliament and the Tariff—Opposition to Naval Construction Bourassa's View.

Premier Borden.  
(Toronto Mail.)

Canada owes more to Sir Robert Borden than to any other of the statesmen who have guided its affairs. However long or short the remaining term of his public life, Sir Robert's fame is secure and enduring. He has made his mark in the history of his country and has inscribed his name in imperishable letters upon our most memorable annals. The people of Canada are deeply grateful to him. It was his genius that wrought the spell before which inveterate party differences, even old animosities, vanished and gave place to accord for bringing the nation through the greatest crisis in all history. The people have come to believe that no other statesman can take his place as Moderator in a Parliament of men of strong will and of diverse party views. It is for that reason that there is a national impulse to try to hold him in office even when it appears necessary for him to leave it if he is to save his life and restore his health. Those who appreciate Sir Robert Borden's services and influence at its true worth will agree that by showing solicitude for his health they show concern for the welfare of their country. It is said that Sir Robert Borden cannot go on carrying the load of responsibility that is now on his shoulders without soon coming to a complete breakdown. If he is relieved, it is said that he can be built up to his old-time vigor. A man who has so distinguished himself in the service of his country as Sir Robert Borden has, a man who has so won the admiration and confidence of the Canadian people, is bound to be a power in the land whether in office or out of office, so long as he is well enough to take a lively interest in our affairs.

#### Right of Parliament. (Winnipeg Telegram.)

There can be no question about parliament having the sole right to fix any tariff schedules designed for revenue production. When the executive of the United Farmers of New Brunswick questions that right, it threatens to deny to parliament that most exclusive function of being the only power entitled to raise the monies required for the maintenance of the Dominion. The appointment of a Tariff board has no other bearing upon the actual imposition of the tariff schedules than that of a highly technical and well qualified body to advise the government of the day. Its foundation will be welcomed by all classes anxious that taxation shall neither be unjustly imposed nor unfairly omitted. It will provide that light without which tariffs in the past have been framed in darkness. It is more necessary to the industrial welfare of this country, entirely irrespective of what industry may be considered, than has been the board of railway commissioners necessary to railway control in this country, as greatly beneficial and salutary as have been the services of the railway board. When the Tariff board fails

its functions it no more takes the tariff out of politics than the Railway board took the railways out of politics. Both are responsible to the parliament, which created them, and for which each provides a scientifically equipped advisory adjunct.

#### Opposition to Naval Construction. (La Patrie.)

"Nobody knows yet what counsel Admiral Jellicoe has given or will give to the Canadian Government on the question of the navy. Without knowing his suggestions, however, each and every one of us has a deeply-rooted opinion as to what is the best policy to recommend to Canada for several years to come, and that may be summed up in the one word: Abstinence. The German peril no longer exists. The peril of the destructive ideas which have fastened themselves onto the Bolshevik movement ought to be combatted as they arise with other means than naval fleets. Canada is unable to see what combination of circumstances can for a long time furnish the occasion for the utilization of a war fleet, if the country should undertake to construct one. On the other hand, the Dominion undertakes a work of construction she ought to abstain from in justice to wards creditors to whom she pledged such a large part of her resources? Will the suggestions of Admiral Jellicoe conform to this unanimous sentiment of the people? If they are otherwise, the Government is not bound to give effect to them. It will perhaps, make them known to us during the next session of Parliament. If Admiral Jellicoe recommends a programme of naval construction and the Government decides to adopt that policy, it will not be an easy task to convert the people to its views."

#### The Nationalist View.

(Henri Bourassa, in Le Devoir.)

"In any event, what seems to be settled is that the naval programme of the next conference will be prepared in the sense of the conclusions of Lord Jellicoe. Which is one more reason why we should seek to know at once the nature, object and the consequences of the mission which has been confided to this legate of the Empire. When the part has been played, it will be too late. Our careless apathy in the past has allowed the manipulators of the imperial policy and their Canadian accomplices, or supermen, to suddenly bring us face to face with problems which it has been quite impossible to solve in the hubbub of a brief Parliamentary debate, purposefully embroiled by the wranglings and sophisms of the venal press and organs in the pay of the parties. We have been burnt badly enough already to have a right any longer to be indifferent to all the hot and cold douches coming to us from London, even if they have been previously tempered in the tepidarium at Ottawa."

#### Farmers Set New Fashion. (Montreal Gazette.)

Simplicity in dress is to be the rule for the present in Ontario Government circles, if the ladies of the Cabinet's social set are to have their way. The result should be interesting as a contrast. There are ladies in Toronto who, not of the new Government, who regularly wear afternoon and evening dresses costing anywhere from \$100 to \$300 or more, and whose wraps and fur coats cost as much as \$1,000. Nor is the Ontario capital unique in this respect. It is a day of luxury and heavy spending.

## POET D'ANNUNZIO'S THREAT TO EUROPE

### New Adventures of the Mad Man Which Menace the Peace of Italy.

Sensational developments of Gab. d'Annunzio's mad adventure in the Adriatic threaten to set the Balkans aflame and to disturb the peace of Italy.

Semi-official Italian and Serbian statements show that the admiral's aim now is to conquer Montenegro, as well as Dalmatia. His followers at Zara, the scene of his latest raid, proclaim him "Liberator of Dalmatia and protector of Montenegro." The Jugo-Slavs of Dalmatia have appealed to Serbia for aid.

It is also disclosed that "exalted persons" in Italy who support D'Annunzio are engaged in intriguing against the Italian Government. The danger of the position lies in the fact that the Italian army and a large section of the people are in sympathy with D'Annunzio.

"Were I so disposed," he said recently to Mr. Lucien Jones, Daily Express Special Correspondent at Fiume, "I could march to Rome tomorrow at the head of 600,000 men. I shall when I feel disposed."

It has been stated that D'Annunzio and his friends aim at establishing a military dictatorship in Italy. A month ago the Daily Express drew attention to the crisis in Italy brought about by D'Annunzio's Fiume raid. It was understood then that King Victor Emmanuel had intimated his intention to abdicate if sedition continued to spread.

Under which king? may become a momentous question for Italy.—London Express.

## IT'S NO LONGER GAY PARADE OF YORE

(By E. V. Lucas.)

Paris, Dec. 12.—Since I was last in Paris in 1916 there are many changes. In spite of the peace the journey thither is in many respects worse than it was during the war. The passport regulations still make a queue on the boat necessary, but the application of the stamp is so rapid and perfunctory that the proceeding cannot be of any real use.

Boulogne the state of the donane is nothing short of an outrageous scandal. No attempt is made to keep any order, and the porters fight each other and crush the travellers to find a lodgment for the baggage on the very inadequate counter.

My train arrived in Paris very late; a result due, I imagine, to defective coal. We seemed to get no true speed at any part of the journey. Most of the carriages were broken or missing. Before the lunch began on the restaurant car a waiter carried round a tray of glasses of port as an aperitif—surely an innovation. That the sommeliers of Paris restaurants should now inquire if you want a cocktail is, after the American invasion, understandable, but who are the people who begin meals with port? It is the Americans, I suppose, who are also responsible for the establishment of a good eating place to be cultivated, but which has now declined upon saccharine violence. For what purpose did Henry lure the Napoleonic Jean from Volsh's if this was to be the end?

I saw a funny composite utterance on the wall at the station at Boulogne. Some one had written in pencil the sentiment: "The war was won

by the French." Some one else had added, "and the Americans." A third historian, with a sardonic gesture, then arrived, to write underneath: "But the English did the fighting." I leave it at that.

#### Coal Shortage.

A good deal of rubbish has been written about the discomfort of Paris and the expense of it. The good restaurants would, as a matter of fact, still be no dearer than those in London even if we did not get thirty-eight to thirty-nine francs for the pound, while every establishment is adequately and often excessively heated. There is, none the less, a great deal of talk in the only Paris newspaper—the penniless Press of the city—on the coal shortage, but an hotel proprietor tells me that the trouble is not so much lack of coal as lack of cartage, all the people who looked ahead and laid in a stock having plenty.

The enactment forcing restaurants to exhibit a priced menu outside the building is probably one of the few gains of the war which Paris enjoys. The old, insolent places where the bill of fare was not priced have now to toe the line and be reasonable too, and the comparison of prices has become a new amusement for the bottle-climber. It is probably also to the good that the night cafes of Montmartre must close at midnight, for that ensures more sleep and purges the streets.

Paris streets have never seemed to me so dangerous or so noisy with hooting, and I am more than ever inclined to the belief that with the arrival of petrol-driven vehicles the best period of the world ceased. One has declined to the belief that every chauffeur has had shell-shock. But the taxicabs are on their last rim; such a forlorn set of dervishes I never saw. Horse cabs have almost entirely disappeared and the little open vol-



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entirely—a great loss. So furious and inconsiderate is the motor driving that the footbridge over the Seine between the Louvre and the Institut is the only safe and respectful place.—London Express.

#### Miss Emily Christie.

Amherst, N. S., Dec. 20.—The funeral of the late Miss Emily Christie was held at 2.30 o'clock yesterday afternoon from her late home, 69 Alton street, interment taking place in the Highland Cemetery. Rev. C. W. Rose conducted the services, reading appropriate scripture and offering prayer while Rev. Dr. Steele, who, a

number of years ago had received Miss Christie into the First Baptist Church, where she has been an active worker, was called on to give the address. The service was very impressive throughout.

The Baptist Choir rendered the hymns "When on My Day of Life the Night is Falling" and "The Christian's Goodnight." Mrs. J. S. Lusby played.

Although there had been a request for no flowers there were quite a good number of floral offerings. The funeral was very largely attended and despite the cold weather a good many followed the remains to the

grave, where Mr. Rose read the short burial service.

The pall-bearers were Messrs. Donald MacDonald, Norman Rogers, Percy Sargent, A. G. Robb, D. A. Morrison and Norman Lund.

The late Miss Christie was a talented musician, being an esteemed member of almost every society in the city. Her death will be deeply mourned in these and other social circles as well as by a host of friends. Much sympathy goes out to the sorrowing mother, brother and relatives of the deceased.

Miss Christie is known in St. John.

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## T. Kelly Dickinson Leaves Journalism for Finance

Issues the Following Open Letter to Investors in the Several Provinces of the Dominion

I am inclined to the belief that after constant, and, I dare to hope, conscientious application to financial journalism for a period in excess of fifteen years, it may be of interest to you to know that I have decided to take the short and direct step from the profession of financial journalism to that of practical finance and investment banking.

It has been my extreme pleasure to accept an invitation to join two gentlemen in the formation of a new Financial House (under the company name of Winans, Dickinson & Whitehead, Limited, Investment Bankers), and thereby directly to participate in the important work of constructive finance, at a time when we are on the threshold of the greatest material development ever experienced in this young country.

My associates are Lt.-Col. B. G. Winans and Mr. W. T. Whitehead. Lt.-Colonel Winans is a Banker of many years' experience, and for the past ten years has been engaged in the creation and flotation of industrial securities, in addition to extensive dealings in provincial and municipal bonds and debentures. Mr. Whitehead's creative faculty is well-known throughout industrial Canada, as is his administrative association with many industrial enterprises.

The new company will thus have the services of an experienced banker; the guidance of a practical industrial operator, and the experience of a financial journalist, who has spent more than half his active business years in concentrated study of all matters relative to financial and corporation affairs.

During the long period of work and study as a financial critic, I have come into intimate association with many thousands of investors throughout Canada, and to me the association has been altogether delightful, especially on those occasions when I could be of service in helping to solve the problems and lessen the difficulties which prompted the desire and the request for advice.

It will still be a pleasure at all times, personally, or by correspondence, to give any information or advice requested by the investors of this country. Besides this promise of personal attention, I may say that it is the company's intention to issue, periodically, a circular letter pertaining to current finance and industry, copies of which will be mailed on request, without, of course, any charge to the investor.

Please address all communications to our offices at the Dominion Express Building, 143 St. James Street, Montreal.

Very truly yours,

T. Kelly Dickinson

December 18, 1919.



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