

POOR DOCUMENT

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THE EVENING TIMES AND STAR, ST. JOHN, N. B., MONDAY, DECEMBER 5, 1921

The Evening Times and Star

ST. JOHN, N. B., DECEMBER 5, 1921.

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REMEMBER TOMORROW

That the Meighen government refused even to appoint a commission to enquire into the grievances of the maritime provinces when asked to do so by the most influential and representative delegation that ever went from these provinces to Ottawa;

That because of the action of the Meighen government in regard to the Grand Trunk Railway the port of Portland, Maine, looks up again as the winter port of Canada, to get trade which should come to St. John and Halifax;

That the maritime provinces suffer under the present high tariff, because they cannot develop industries of their own, and are at the mercy of the manufacturers of Ontario and Quebec;

That their position is made worse because the Meighen government has refused to recognize the pledges of confederation, and has consented to prohibitive freight rates on the government railway, which was associated with one of these pledges;

That if these provinces are shut off from other countries by a high tariff and refused a market in Central and Western Canada, they cannot develop their resources;

That the Liberal policy of development of our national ports has been abandoned by the Conservatives, with the result that these ports are stagnant while Portland, Maine, flourishes;

That the Conservatives, having acquired railways and terminals in the United States, do not stand for the policy of Canadian trade through Canadian channels;

That the Meighen government usurped power and retained it in the most autocratic manner until the results of by-elections forced the appeal to the people;

That the Meighen government, saddled the country with a colossal railway burden without consulting the people or giving full information to their representatives in parliament;

That Premier Meighen promised to give the country a tariff "in black and white" to vote on, but has not done so, although a tariff commission went from coast to coast at large expense to get the required data; and today the people only know that if the Meighen government is returned their tariff burdens will be increased to swell the profits of the manufacturers;

That the Meighen government has not even outlived its policy with regard to the railways, and should not be trusted further because of the huge blunders already made;

That the Meighen government has carefully avoided any declaration of policy except in regard to the tariff, and that a high tariff is against the interests of the people of the maritime provinces;

That this country needs a revival of the prosperity which reigned under Liberal rule between 1896 and 1911, and that the maritime provinces need a return of the policy of national port development which was begun when Hon. William Pugsley was minister of public works;

That the Meighen government will be defeated tomorrow, and that New Brunswick should have a voice in the formation of the new Liberal government.

That to this end the electors should vote the Liberal ticket.

THE JEWISH VOTE

A circular printed in Hebrew and adorned with the photographs of Hon. Dr. Baxter and Dr. MacLaren, with the signature of Mr. Baxter in English at the bottom, has been distributed among the Jewish population of the city. The Times is not sufficiently familiar with Hebrew to translate this circular, but there is one subject which might very well be discussed in such a communication to the citizens of Jewish faith. They might be told, for example, why more than three hundred Jewish immigrants were held up at their own expense at Halifax since some time in September, until a sudden interest in the Jewish vote on the eve of the election led the government to permit them to proceed to their destination. This deathly repentence may lead a degree of interest to Dr. Baxter's circular, but is not likely to stampede the vote of Jewish citizens to the government, which acted only when there was a political reason for so doing. It is declared that not one of those detained at Halifax was lacking in the qualifications required by the law, and that they should not have been detained at all. They were, however, in danger of deportation until it dawned upon somebody at Ottawa that there was a Jewish vote in Canada which

ought to be made safe if possible before December 6. The word was evidently passed along to Dr. Baxter, who seems to have at once begun the study of Hebrew, and produced his first literary effort in that language to impress the local people of that faith. Had he first seen the handwriting on the wall? It is an excellent example of good Hebrew, most appropriate to the present state of the Meighen government.

Hon. Mackenzie King very properly warns Premier Meighen that any appointments or large engagements he may make in behalf of the government on the eve of its defeat will not be regarded with indifference by the incoming administration.

Several barrels of wheat have arrived at the government elevator, and some more are on the way. Some boards have been nailed up in the west side shed for cattle, and Dr. McCarthy has received instructions from Ottawa to take on a stenographer and one clerk if he considers it necessary. Hon. Dr. Baxter has this set the post of St. John on the high road to a great and prosperous future. Of course the breakwater, railway station, east side terminals and other things can wait. First things first. Let us hope the stenographer and clerk will be needed. The problem of unemployment would thus be solved. Did anybody laugh?

Referring to Col. Black's purchase of and resuscitation of the Standard, which had suspended publication, that journal says:—"It was just an ordinary business transaction. The Standard was for sale, and Col. Black bought it, and used his own money to pay for it." The fact that Col. Black could so readily discover and secure such a gold mine is a sure indication of business acumen which deserves more than a scholarship. Mr. Meighen should have made Col. Black minister of finance.

Reports from all parts of Canada indicate the complete defeat of the Meighen government. The maritime provinces will give the Liberals a large majority, Quebec is solidly Liberal, the west will be swept by the Progressives and Liberals, and in Ontario, the Tory stronghold, the Liberals and Progressives have been steadily gaining ground. New Brunswick has much at stake. St. John has everything to gain from Liberal victory.

Halifax Chronicle: "Anybody who knows anything at all about the political situation throughout the Dominion recognizes that the government has no chance of being returned. Its defeat is accepted in all quarters. Don't make the mistake of throwing away your vote in support of a government which the people of Canada have determined to get rid of. Vote for Liberalism and the return to orderly government and progress all along the line."

Misrepresentation of Liberal policy has been the outstanding feature of the government campaign. Even this morning the Standard appeals to prejudice by asserting that the choice for premier is between Meighen and Gouin. The people are not deceived. But Premier King will have around him such men as Sir Lomer Gouin, Hon. W. S. Fielding and other men of national reputation and great legislative ability and experience.

"We believe," says the Toronto Globe, "that the present government will be driven out, and parliament vastly improved by the freshening breeze of healthy Canadian sentiment, and that a few weeks there will begin a new epoch of prosperity and progress for the land that we love."

The tariff is not the issue, but merely one of them. The Liberals stand for such a revision of the tariff as will reduce the cost of living and at the same time encourage industries based on the natural resources of the country.

The transportation question is vital in the maritime provinces. The Meighen government has refused to recognize their just claims in this regard. A Liberal government will recognize them as it did before.

St. John has much at stake tomorrow. If the Meighen government were victorious, then good-bye to the hope of national port development, and a square deal for the maritime provinces.

A Liberal government would be chosen from the ablest men in the country, free from entanglements and with no unsavory record to defend. It would restore prosperity to Canada.

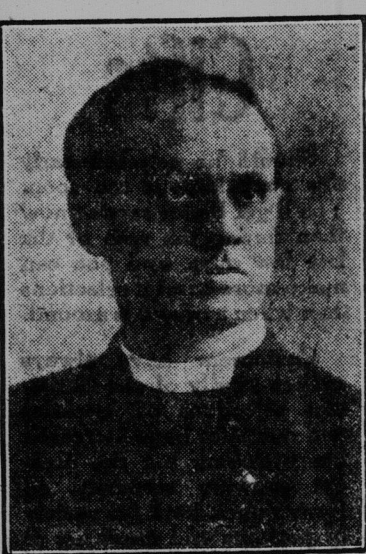
The appeal of Hon. Mackenzie King to the electors of Canada is worthy of a great leader, who will make a great prime minister.

Vote the Liberal ticket and join the procession that will march to Ottawa to restore good government.

The time for argument is past. The ballots will speak tomorrow.

It is the duty of every citizen to cast his or her vote tomorrow.

Story Bits About Canadian Authors



TREVOR H. DAVIES.

Four years ago when the Metropolitan Methodist church, Toronto, wanted a new minister, they brought over from England a young man who had made a very considerable reputation as a successful preacher in several of the main churches of the land. Mr. Davies very shortly made his influence felt in the Metropolitan church, where he has attracted enormous Sunday evening congregations of young people. This appears all the more remarkable when it is known that he is not a so-called popular type of preacher, but rather seems to the average hearer to be a very earnest and earnestly earnest. His one Canadian book is decidedly unique, being, as its title, "Spiritual Voices in Modern Literature," indicates, the deducing of the spiritual message from such masterpieces as Francis Thompson's "Hound of Heaven," Ruskin's "Seven Lamps of Architecture," Hawthorne's "The Scarlet Letter," and others of the type. Mr. Davies became a proud Canadian, and while he bears the ear marks of a Britisher, he is making a steady influence felt both as a spiritual and literary standpoint in Canada.

THE HOMEWARD TRAIL. The old signs keep the trust by the river marge and the lake; There is a raven upon the crest and the crane in the brake; And the aspens-wood, ghostly, shimmering, white, And the slope where the maples burn like a pharos-fire by night; There is the cloven height and the echo-battered vale.

Oh, we are the clan of the Light of Foot, for we're off on the homeward trail!

Winter hangs on our heels like a hound that is keen of scent; And that sound from out of the hills—was it the wolf-pen? Or the hungry snarl of the wolf-pack bickering over a bone? And stirred by the faint of the man-fell-up through the cedars blown?

The golden line of the north, it is naught but a tattered tale; The sharp heart-love has gripped our souls and we're off on the homeward trail!

We must breast the perilous pass; we must plunge through the icy ford; We must run the rapids that roar and race where the ancient walls are stored.

We must wind through the murky maze where the pines like pillars are; We must crouch over the smouldering blaze under the midnight stars; We must growl and away in the shivering dawn, ere the waning moon grows pale;

Yet are we kin to the Brothers of Joy, for we're off on the homeward trail! Our hearts cry "On!" when we pause; Our hearts cry "On!" when we pace; And into the gleams of our deepest dreams comes ever—where that face shines out like a flower, there is our compass set.

And when we brood on the beckoning hour our eyes are dim and wet; For we're sure of the welcome of open arms if we whisper "win or halt." Then, lad, a cheer—let it ring out clear!—for we're off on the homeward trail!

—Clifton Scollard in New York Herald.

RHODESIAN SKULL REACHES MUSEUM

Brain Case Absolutely Human, But Face Indicates Ape Ancestry.

London, Nov. 11.—(By Mail.)—"The skull found in the Broken Hill Mine, Rhodesia, is now at the Natural History Museum, South Kensington. Dr. A. Smith Woodward, the keeper of the Geological Department, who now has charge of the skull, stated yesterday that while he thought it important he did not think it ranked with the Piltdown skull, which was discovered by Mr. Charles Dawson and Dr. Woodward in 1912.

"We have been receiving fossils from this particular cave for years," he said, "and until this present discovery all have been the remains of animals closely related to those that now live in that district and are still there. If there are any differences between the animals whose remains we have received and those which still exist there they are very slight. Possibly there are extinct species among them, but nothing more. That means that the cave was filled in while conditions in South Africa were much as they are now. As to the precise geological date we are uncertain, but if remains in the same relationship were found in Europe we should assign them to a period not earlier than the Pleistocene.

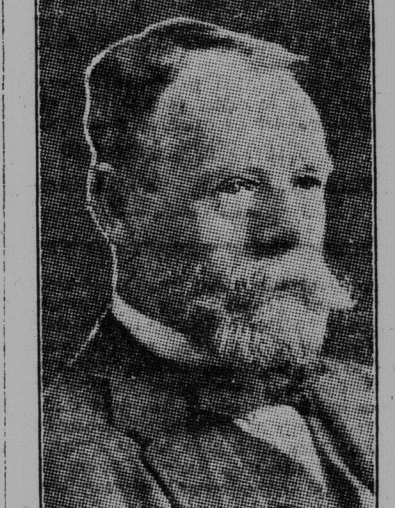
"In my opinion the most striking feature about the skull is the incongruous combination of the human brain case, but in this case, the nose of the head is as perfect as in modern man. If the limbs found with the skull belong to the same man, his gait was perfectly upright, quite different from that of Neanderthal man, as represented by the skeletons found in Belgium and France.

"It is a most interesting discovery," Dr. Smith Woodward added, "and leads us to hope that workers in mines and other excavations will carefully preserve any other remains they find in the course of their work."

Lord Mount Stephen.

(Montreal Gazette).

Among the men who deservedly rank among the makers of Canada—men who planned and by hard and courageous work carried out their planning—there are few to stand alongside of George Stephen, Baron Mountstephen, whose long life closed yesterday after being extended well into the ninety-third year. His name was first among the five signatories of the contract with the Government of Canada for the construction and operation of the Canadian Pacific Railway. He was the first president of the company subsequently incorporated to execute the contract and which has since become one of the world's great transport organizations. His statue in the headquarters building of the company is a proper recognition of the far-seeing courage, confidence in the country and dogged will to succeed, that carried the enterprise through the dark days before 1885 and won success when everything untoward seemed in combination to produce failure. The recently published letters of Sir John A. Macdonald told something of the spirit that, when financial and political disaster threatened,



LORD MOUNT STEPHEN

carried the company through and solidified Canada. As Mr. Stephen wrote, what he and his colleagues were doing was not to be justified by considerations of business. He had risked his whole means to complete the task he and his colleagues had undertaken. When he retired from the presidency his fellow directors united in a tribute to his services, and his colleague, then Sir Donald Smith declared that but for his strong will and purpose the road could not have been completed when it was or for many years afterwards. There was patriotism as well as business strength and courage behind the will that won such a triumph. The recognition that was accorded to Mr. Stephen was noteworthy, as it was deserved.

Aside from his connection with the Canadian Pacific Railway Lord Mountstephen had a notable career. He was a merchant and built up a great business connection in days when success had to be won in a smaller field than Montreal now affords. He was president of the Bank of Montreal and aided in establishing it in the great position it holds in the world of finance. The wealth he accumulated came to him by a lavish hand for the good of the weak and suffering. The great Royal Victoria Hospital of Montreal with its endowment, was the united gift of Lord Mountstephen and his relative and associate in many enterprises, Lord Strathcona. In memory of his friend Dr. Campbell, he erected a wing of the Montreal General Hospital. Dr. Stephen lived in his native place in Scotland, he endowed with a hospital. The Aberdeen Infirmary profited by his benevolence. He was a liberal helper of the Barnardo institutions for fatherless and friendless boys and girls. He aided in establishing in its infancy the Hospital Fund of King Edward, who, with Queen Victoria, he counted among his friends. Such a record, made by one who made himself, was worthy of the many honors that were given Lord Mountstephen, in Great Britain, where of late years he made his home, and in Canada, where he spent his active business years, to the advantage of the country as well as himself.

FOODSTUFFS DUTY AND CONSUMER

The Duty Does Not Help the Farmer and Places Burden on Others.

(Toronto Globe.)

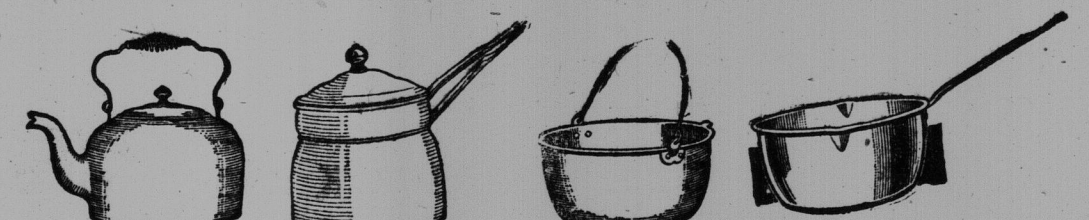
In addressing rural speakers for the Meighen government ask if the farmer desires to expose himself to the competition of the agriculturists of the United States, who but for the customs duties would flood the Canadian market with vegetables, meats, cereals and dairy products. It was by a similar appeal, addressed to the farmers of the border states by the high protectionists of the Republic, that a foundation was laid for the adoption of the Fordney Emergency Tariff. That tariff has been in force for six months. It was designed to increase the price of wheat, cattle and other standard farm products in the United States by excluding imports from Canada, New Zealand and the Argentine.

The result has been disillusioning. There has been no increase in the price of farm products in the United States. Quotations have kept on dropping in conformity with world prices for wheat, meat, and dairy products as set in the food-importing countries of Europe. It has been shown beyond dispute, on a global scale, that protection does not protect the agriculturists of the United States or of Canada, and that so long as such countries have a surplus of foodstuffs that must find markets abroad in competition with similar products from all other food-exporting nations, so long will the price obtained in the open world market determine the price in the country of origin.

The duties on foodstuffs are of no benefit to the farmer. Having discovered this, he does not object to the abolition of taxes upon food. But there are other people who benefit very greatly by food taxes. The real beneficiaries of the tariff are the men who prepare foodstuffs for consumption, and who are enabled to collect in the form of extra profits the difference in duty between raw material and finished product.

Take rice, a common summer food of the Canadian people, as an illustration. Uncleaned rice comes into Canada duty free. In that form it is unfit for human consumption. Cleaned rice is dutiable at the rate

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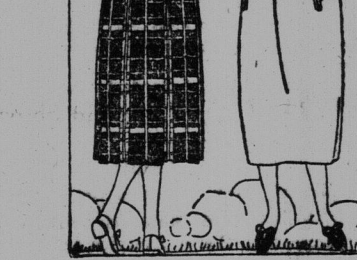
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hit the poor man hard. One of the most important planks of the Liberal and Progressive parties is that which proposes relief from the heavy taxes now levied on necessary foodstuffs. In food, as in clothing, luxuries should bear the heavier tax burden.

Physicists never tire of efforts to increase the accuracy of their knowledge of the fundamental facts of science. A redetermination of the velocity of light by the Fizeau toothed wheel method was made at Nice. These experiments were remarkable on account of the great distance which the beam of light employed was transmitted. Previously such a beam had been caused to travel about fifteen miles, but on this occasion the reflection mirror was so placed that the total distance traversed by the beam, going and returning, was fifty-seven miles. The beam of 1,109 observations gave for the velocity of light 186,263 miles a second.

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