

The Evening Times-Star

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SAINT JOHN, N. B., FEBRUARY 23, 1926

A VETERANS' HOME?

Veteran organizations of Overseas men are beginning to express themselves with respect to what use shall be made of the money for the fund. The whole fund for Canada originally stood at \$2,350,000. From this various sums were set aside for the Red Cross, the United Services and other causes, leaving a balance of approximately \$2,000,000. New Brunswick's share, due the men who served, is \$282,000, and that of Nova Scotia and Prince Edward Island in proportion to the forces they sent to the Great War.

The Moncton branch of the G. W. V. A., at its meeting last night, discussed the disposition of the fund, in response to a request some time ago at Ottawa that veteran organizations should make known their sentiments. The Moncton branch decided unanimously in favor of pooling the Maritime portion of the fund for the purpose of building a veterans' home. It was decided that co-operation be asked from the Federal and provincial governments, so that the entire amount of the fund should not have to be used for the construction of the home, but that with the aid of subsidies from the Federal and provincial governments there would be a sufficient balance left in the hands of the trustees to carry on the work for which the home was intended.

Other branches are still to be heard from on this matter. It is a question upon which the opinions of the men who served should be decisive. It is a reasonable proposal that contributions should be forthcoming from all the governments, should the organizations reach agreement as to the best course to pursue. The people at large will feel the heartiest sympathy with any project upon which the veterans agree.

The Maritime share of the fund would be approximately \$200,000, doubtless much more than sufficient in itself for construction purposes, but as there would be practically no income, maintenance would have to depend mainly upon some form of endowment such as would provide a steady support for upkeep. The Moncton organization is wise in directing attention to this branch of the problem, and it will doubtless be discussed by other branches.

PORT BUSINESS.

In connection with the movement to get more business for the port of Halifax a comparison is being made as to the relative value of freight and passenger and mail business, and the Halifax Herald points to Saint John as having been wise in placing the emphasis on freight. The Herald says: "In recent years Halifax has realized that for a long time it was chasing the shadow instead of getting after the real substance of business. For a long period activity was concentrated on procuring the landing of mails and passengers at this port. The vital importance of freight business was largely overlooked. Our keen neighbors in Saint John saw the opportunities of the situation, and devoted themselves to the building up of the freight business."

"We do not minimize the value of having liners come to the port with mails and passengers. But it is freight business that is the big factor in port development. It is the big factor in railway success. Our railways would never make both ends meet with passenger and mail business. Freight is what produces dividends. Goods in and out make the port. This truth is impressed by thinking for a moment on passing events. For example, take the announcement the other day of the arrival at this port of ocean liners. The announcement itself might impress the unwary with the idea that the arrivals meant big business for the city and its working people. But observe what these liners brought. One, the Doric, came with mails and passengers—and only 255 tons of freight. Another, the Aurania, had mails and passengers—and the trifling of 18 tons of freight. The third, the Stavangerfjord, carried passengers—and a small amount of mails and cargo."

While the Herald is desirous that the passenger and mail business be expanded it thinks it necessary at the same time to work diligently for the development of the freight traffic which, it says, "is of the greatest value" at Halifax. It is frequently said that the grain traffic in itself is little value. So does Vancouver. The grain brings tonnage, and attracts other cargo—more package freight, export and import. And, as the case of Vancouver proves, where the grain goes in large volume, adequate shipping for all purposes is not wanting.

USING OUR OWN FUEL.

Hon. W. L. Mackenzie King has accepted Premier Ferguson's proposal with respect to the movement of Alberta coal to Ontario. Hon. Mr. Ferguson wired the Prime Minister saying that while the matter of the level of coal rates from Alberta and Nova Scotia to the Central Provinces had been referred to the Railway Commission for investigation, that authority will not take the matter up until April and that any order they might

make would be too late to assist in relieving the coal shortage in Ontario this winter. Mr. Ferguson said that if the Canadian National Railway, pending this hearing, will continue the movement of Alberta coal at seven dollars a ton, the Ontario Government would pay one-third of the out-of-pocket costs in excess of seven dollars, if the Dominion Government and the Alberta Government would each pay one-third.

Hon. Mr. King has agreed, subject to Alberta's willingness to absorb its one-third of the excess cost, if there proves to be any excess.

The Railway Commission will determine the actual cost of transportation from the Maritimes and from Alberta, and in the light of that information the whole problem will become clearer. Premier Ferguson, in his telegram to Ottawa, said: "I feel sure you will agree with me that it is important to encourage the development and use of Canadian resources, and retain the money in Canadian channels."

Canada has been spending about \$100,000,000 a year for American coal, both hard and soft. The investigation by the Railway Board, following the movement of Alberta coal at a special rate and the proof that it is suitable for use in Ontario, which proof has already been provided, may be an important step toward a national fuel policy.

If it should be declared that the national interest justifies what is practically a subsidy for the movement and marketing of Maritime and Alberta coal, the effect may be far-reaching, and the principle so accepted may be extended in other directions.

The Kamloops Board of Trade has been informed by telegram from Sir Henry Thornton that the C. N. R. will build a new railway station there, the work to be begun in the spring. Saint John awaits Sir Henry's pleasure and remembers his promises. Our "open air station" is still with us.

Now that the date of the civic elections draws near, the following remarks by the Brandon Sun are worthy of thoughtful consideration:

"We are all loud in demanding the rights of citizenship and slow in recognizing the duties of citizenship. Every citizen owes his city a constructive interest in its affairs. Nevertheless there is a strange disinclination in civic affairs even to vote in an election. Good men are unwilling to be candidates for civic office because they are not assured of the co-operation of citizens for the common good. There is no subtle magic in any form of government. Any government will be unwise if wisdom does not direct the citizens in the ballots. We need an association knit together by common needs and with a common devotion directing our common life. Co-operative service and loyalty to one's fellow-citizens alone will produce the civic administration which will place us where we should be as a city."

Odds and Ends

Latest News

(P. B. M. in Ottawa Citizen.)
(Collected from the newspapers and magazines in the doctor's waiting room.)

Oom Paul Kruger declares that if war should ensue between South Africa and England, the price of conquest will stagger humanity.

Tickets for "The Prisoner of Zenda," to be played at the Russell theatre next week, are all sold, and there is talk of putting on a special matinee for ladies.

Men's styles are to be simple and chaste in line. Trousers will be peg-top, with cuffs tight about the shoe tops. The coat shoulders will be padded high, as usual, while shoes will have toothpick ends. Collars should not be more than four inches high, and the puff necktie will again be very vogue. Derby hats will have wide curly rims and the crown will be three inches high.

Much excitement and several run-arounds were occasioned on Sparks street when a recently invented machine which pulls a buggy by its own power almost as fast as it can be drawn by a horse made its appearance on that street yesterday afternoon. This curious device is known as an "automobile" or self-propelled vehicle. The police have notified the owner not to repeat the offence.

At Electric Park, Bank street, Miss Goldie Warbler sang the new and popular melody "After the Ball" to a large and appreciative audience last evening. The new song is sweetly pathetic.

Immediate steps will be taken by the railways and the government in the matter of removal of the cross-town tracks in the capital.

The "chestnut" bell, worn inside the coat and rung whenever anyone is guilty of relating an old story or joke, is creating much amusement among the sportsy element of the community, and the tinkle of the little bell is the signal for many an outburst of laughter at the expense of the untucky narrator.

Just Fun

THERE is no cold cream that will keep away wrinkles so successfully as the milk of human kindness.

YOU can't tell about married people. Pet names live on long after the affection that coined them is dead.

A FRIEND WITH A PULL
CORK: Do you know you bore me?
Corkscrew: Well, you'll have to admit I've gotten you out of many a tight place.

IT'S lucky for some people that their ancestors came over on the Mayflower. There were no immigration restrictions then.

A man's supposed to have a brain. To know enough that when it rains, To seek the shelter of his home. The punkest words d'ez writ in ink. Are these here three, "I didn't think."

"THAT'S old Dogsbody just come out of the telephone box—he's turned ninety-two."
"Lord! How old was he when he went in?"

THE waiter was exceedingly slow, and the guest began to get annoyed. "Look here, waiter," he said at last, "bring me a coffee, and while you're away don't forget to drop me a line occasionally just to let me know how you're getting on."

JUST because a man runs a dairy, is no sign he is a butter and egg man.

EXPERIENCED
SHE (romantically): The man I marry must be willing to go through fire for me.
HE: Then I'm your man, the boss has fired me for telephoning you so often. Japan Advertiser.

SLOW MOTION
YOUNG WOMAN: Let's dance the tango.
YOUNG MAN: Can't. I'm thirsty.
YOUNG WOMAN: That's all right! We can stop by the table all the time. It's the Charleston.—London Opinion.

ALL CHARGED UP.
JUDGE: What's your name?
Prisoner (who has a brilliant line in speech): Sis-sis-sis-sis—
Judge: Good gracious, what is this man charged with?
Constable: I don't know, sir, but I think it is soda water.—TIT-BITS.

A FAIR EXCHANGE
FIRST Student: Great Scott, I've forgotten who wrote "Ivanhoe."
Second Ditto: I'll tell you if you tell me who the dickens wrote "The Tale of Two Cities."—Cornell Widow.

Dinner Stories

A YOUNG couple, speeding along the country highway, were stopped by the justice of the peace.

"Ten and costs for reckless driving," announced the justice.

"Listen," said the young man, "judge, we were on our way to have you marry us."

"Twenty and costs, then," cried the justice. "You're more reckless than I thought you were."

A STREET CAR was getting under way when two women, rushing from opposite sides of the street to greet each other, met right in the middle of the car track and in front of the car. There the two stopped and began to talk. The car stopped, too, but the women did not appear to realize that it was there. Certain of the passengers, whose heads were immediately thrust out of the windows to ascertain what the trouble was, began to make sarcastic remarks, but the two women heeded them not.

Finally the motorman showed that he had a saving sense of humor. Leaning over the dashboard, he inquired, in the gentlest of tones:

"Pardon me, ladies, but shall I get you a couple of chairs?"

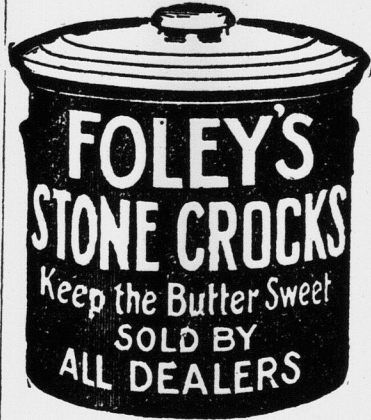
THE sweet young thing was being shown through the boiler shop.

"What's that thing?" she asked, pointing with a dainty parasol.

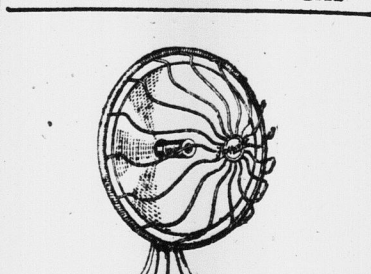
"That's an engine boiler," said the guide.

"And why do they boil engines?" she inquired.

"To make the engine tender," replied the resourceful guide.



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From the Bulletin, Glasgow.

Poems That Live

TO BLOSSOMS.

Fair pledges of a fruitful tree
Why do ye fall so fast?
Your date is not so past,
But you may stay yet here awhile
To blush and gently smile,
And lose you quite.

What, were ye born to be
An hour's delight,
And so to bid good-night?
'Twas pity Nature brought ye forth
Merely to show your worth
And lose you quite.

But you are lovely leaves, where we
May read how soon things have
Their end, though we're so brave;
And after they have shown their pride
Like you, awhile, they glide
Into the grave.

—Robert Herrick.

The Best of Advice

BY CLARK KINNAIRD

WHEN THE WORLD IS A GRAND PRISON

IT would be absurd to pretend that people ought to live as if nothing whatever had been known in the world before they came into it; as if experience had as yet done nothing towards showing us the mode of existence, or of conduct, is preferable to another.

But human nature, the wise know, is not a machine to be built after a model and set to do the work exactly prescribed for it. It is a tree which requires to grow and develop, and its limbs, according to the tendency of the inward forces that make it a living thing.

Nevertheless, our statute books are being crowded with laws framed by good gentlemen who believe excellence in conduct is that people should be absolutely nothing but copy one another.

HE who lets the world, or his own portion of it, choose his plan of life for him, has no need of any other fact-

ully than the apple-like one of imitation," observes John Stuart Mill. "He who chooses his plan for himself, employs all his faculties. He must use observation to see, reasoning and judgment to foresee, activity to gather materials for decision, discrimination to decide, and when he has decided, firmness and self-control to hold his deliberate decision."

And these qualities he requires and exercises exactly in proportion as the part of his conduct which he determines according to his own judgment and feelings is a large one.

It is possible that he may be guided in some good path, and kept out of harm's way, without any of these things. But what of his value as a human being?

It really is of importance, not only what men do, but also what manner of men they are that do it.

PLAINLY, most of our present day reforms are aimed at the protection of the lower order of minds. It doesn't matter to the good gentlemen,

if in protecting the refuse of the race, higher minds are dragged down to the common level under the burden of oppressive and confining legislation.

Says Dr. George W. Kirchwey: "I know how to make the world safe for the morons."

"After everything has been suppressed from which anyone can get any harm, the world will be safe for the morons. But dumb as they are, they won't want to live in it. It won't be a world fit for anyone to live in. But it will be a grand prison."

The movies, modern books, the theatre, the natural history museum, are already under fire, and the good gentlemen are just beginning.

Twenty Years Ago Today

From Times' Files.

A NEW plan for street paving was presented to the Common Council to involve an expenditure of over \$122,000 over a three-year period.

ROBERT FULTON, stroke of the Paris Crew, died at his home in the West End.

A SPECIAL meeting of the Board of Health, held to consider the small-pox situation, found that there was no immediate cause for alarm.

EIGHT cucumber fish, a great rarity on this coast, were brought into port by the steam-trawler Spray. They were kept alive on board and shipped to the New York Aquarium.

Others' Views

JURIES IN MURDER TRIALS.

(Toronto Star.)

Mr. Justice Lemox makes the suggestion that in criminal trials where murder is charged there should be a jury not of 12, but of 15, and that a verdict in which 12 of the 15 are agreed should be accepted as sufficient.

This would provide for there being on every jury a margin of dissent, of inevitable dissent, from any verdict on which the majority may agree. By having a jury consist of 15, while 12 could convict or acquit, a surplusage of three, one-fifth of the jury, could dissent without making the proceedings void.

There often are on a jury when a capital offence is being tried one or two men who disregard the proven guilt of the accused and will not agree to a verdict of guilty because it would mean death and they do not believe in capital punishment. They will not share in the responsibility of sending a man to his death no matter how great his crime may have been nor how clear his guilt. Such men should not serve on a jury in a murder trial.

They are not competent to act, but sometimes a man does not know what his views are, nor how strong his scruples are, until he is face to face with the issue. The suggestion is that by enlarging the jury by one-fifth a margin of one-fifth could be provided to cover such emergencies.

In other criminal cases, where capital punishment is not involved, changes have already been made in our jury system—a verdict agreed upon by 10 of 12 is accepted as sufficient. At intervals, too, the range of cases that must go to a jury has been reduced

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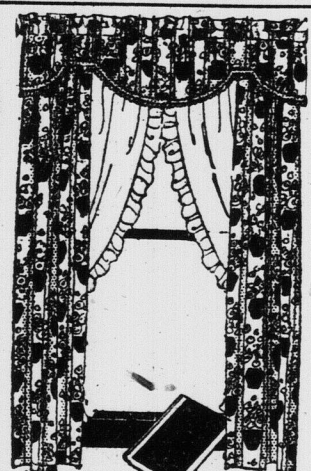
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and trial by a judge or judges substituted. Some go so far as to say that the jury system in its entirety is now a failure and should be abolished, but a heavy bulk of tradition blocks might be possible in such a case to provide that if two trials end in a verdict of guilty, the third trial, if the case would then, automatically, go for trial before a bench of three judges, to three trials, in all of which the verdict of two of them to suffice.

No Fires to Build

In the early morning, when time is short, just go into the kitchen, put on the kettle, a pot with water for the porridge, then turn a couple of switches; now go back and dress. By the time you are ready—breakfast will be pretty well under way—the rest will be easy, when you start cooking with a

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