The Evening Times=Star

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SAINT JOHN, N. B., DECEMBER 7, 1926.

OUR SAILOR PRINCE

TODAY for a spell all too brief Saint John will be honored by the presence of Prince George, the King's youngest son. During his Royal Highness' rapid trip from coast to coast Canada has seized the opportunity once more to express her unalterable devotion to the House of Windsor by tendering welcome to this sailor prince, son of a sailor King of a sailor nation, namesake of England's patron saint. Saint John will not lag behind in this regard, and the sole regret of the Loyalist city is that Prince George's brief sojourn renders impossible welcome on more elaborate' scale. But if expression of Saint John's appreciation be limited by circumstances beyond the city's control, the sentiment of her citizens will be no less deep and true on that account.

Prince George seems destined to be the sailor Prince of his generation. His Royal Father was intended to have held that unofficial title; indeed he did so until the death of his elder brother, the Duke of Clarence, brought him into the direct line of succession. The present Duke of York was intended to be our sailor prince, but unfortunately for him-and perhaps fortunately for Prince George-his health was declared not sufficiently robust to admit of his pursuing actively therefore was entered as a cadet. His naval career has been that of any other, because by the King's expressed wish he has not leen privileged in any way.

Now Prince George is on his way home from the China Station, and through the choice of this route rather than via Singapore, Colombo and Sucz, Saint John is privileged to tender its greetings to a lovable personality and, through him, to his sire, our gracious King. To Prince George Saint John wishes a safe and pleasant voyage, a return to his own country, a long, bright a cinl life, and to his Royal Parents Saint taks him to bear our loyal assurance of uns coving and unalterable devotion and fealty. Viccome and bon voyage to Prince George.

A REMARKABLE RECORD

A RECORD of accomplishment unequalled in the past history of the Saint John Board of Trade was refealed in the report of President L. W. Simms at the annual meeting in the Admiral Beatty last evening. It will be conceded universally that, as was pointed out by Mr. George E. Barbour in moving the adoption of the report, is due to the fact that Mr. Simms was its President. But Mr. Simms in turn paid a notable tribute to two other men whose work has been of inestimable value. These two are Mr. F. Maclure Sclanders, who may be described as the working arm of the Board, and Mr. A. P. Paterson, whose work in connection with the preparation of the Maritime case for the Duncan Commission and the Railway Commission is beyond all praise. It is, of course, in its broader aspects that we must view the work accomplished by the Board during the past year, for in that lies the seed of growth which will be of the highest value to Saint John as well as to the Maritimes in the years to come.

That was a remarkable retrospect to which President Simms directed attention, and which covers only sixteen months. It should perhaps he necessary to go back a little farther, for the real awakening to brighter prospects took place while the story of the Maritimes was being told to the rest of Canada. It was after that the Moncton Conference was held, followed by those at Charlottetown and Winnipeg, and the appointment of the Duncan Commission and the reference of the Maritime case in regard to transportation to the Railway Commission. But, beginning with the Moncton Conference and considering what has since transpired, it is not only a heartening but a really amazing record of accomplishment within a comparatively short period. To the Saint John Board of Trade belongs the highest credit that can possibly be given for the work it performed from the beginning of that period to the present time. But for this Board our case would not have been so well presented, and this we know because Sir Andrew Rae Duncan said that no presentation made before the Commission was more clear and comprehensive than that submitted by the Saint John Board of Trade. But it was not alone in the larger field of its

activities that the Board performed great services. Recognizing that the great need of Saint John is Recognizing that the great need of Saint an increased number of industries, the Board has the Maritime Provinces should resolutely maintain their standing—and advance to greater been striving to secure them; and President Simms last night expressed confidence that of three which had been sought one will soon be with us, while there is a good prospect of the coming of a second. The Board also had much to do with encouraging the Provincial Government will undoubtedly be of great benefit to the province. It has labored earnestly to bring about closer co-operation between farmers and business men, and much benefit is certain to accrue from the conference to be held in this city in January. It is unnecessary to review the whole field of

the Board's activities. That will be found in a report of the President's address in this issue, which should be thoughtfully read by every citizen. It was significant of the new spirit that actuates the Board that on such a night of storm as last night there should be a perhaps unparalleled with President Simms still at the helm, and with Mr. F. Maclure Sclanders at his right hand, and with such an executive of able men as will surattendance of members at the annual meeting. round them, we may look forward to another citizen. year of splendid achievement.

Very high tributes were paid last night to Mr. Sclanders. They were fully deserved. He has the vision, the knowledge born of experience, a faith in the future of the Maritimes which is sections of the country. shared by all too few of the native born, and an enthusiasm that knows no limitations when there on which its products are sold. is work of importance to be done.

For more than a century Saint John has had a Board of Trade. Never has it had so able and representative a Board as at the present time. CANADA will welcome the termination of the That Board deserves in an ever increasing degree as the Old Country, if for no other reason than as the Old Country, if for no other reason than the support of the citizens at large.

itizens. This is not necessarily a criticism of previous financing of the departments. Justification for expenditures is largely based on policy, and at the moment it is utterly impossible to lay down what is Saint John's policy beyond the conduct of immediate business with the strictest

and when he had given in brief the result of

ears of study of the negotiations and their re-

sult there was no listener who was not convinced

that a great injustice has been done to the Mari-

SUGGESTED CIVIC ECONOMIES

HIS WORSHIP THE MAYOR'S suggestion

that all departments make a twenty per

-and the anticipated effect this well have on Saint John-as yet unpublished, it is not practicable to formulate a development policy for the city and port. When we know what Parliament intends to do for us it will be possible to evolve for many decades. Similarly with the report of Dr. Horace L. Brittain still pending, the situation at City Hall calls for economy in all directions until it is made plain where cuts are to be made and in what lines increased outlay is justifiable. The ferry, a low level bridge or a tunnel to West Saint John, the arrangement of underground or overhead means to avoid the, at present, unsatisfactory Mill Street crossing, are matters so closely linked with general expansion policies that no more can be done at the moment than collect data, examine and discuss problems from all angles and be ready to act the moment the general

then made will not be scrapped within a couple It may safely be assumed that His Worship has no intention of permitting the efficiency of ervices to be impaired by his suggested means and continue so to do until it is evident progressive improvements of the city.

ssue of The Times-Star, telling of the extreme destitution in three homes which he visited within two days, cannot but touch the hearts of the citizens. Mr. Scott is right in saying there are many other such homes in Saint John at the present time. The pity of it is that in the majority of cases there is no able bread winner, or he is the verge of the Christmas season. Such tales of suffering ought to move the hearts of our people in comfortable circumstances to greater generosity than ever before.

Hon. J. A. Murray has returned from Ottawa with the welcome assurance that the Federal Department of Immigration will co-operate with the Provincial Department in securing immigrants for this province, and he anticipates great benefit as a result. Here we have the Liberal Government at Ottawa co-operating with the Conservative Government in Fredericton. Will the Liberals and Conservatives of New Brunswick let this fact sink into their consciousness? Where the interests of New Brunswick are concerned there is no room for partizanship.

Mr. Clovis T. Richard is the Liberal candidate for Gloucester county, who will be elected by acclamation as Mr. H. Colby Smith, the Government candidate, has already been elected in Saint John. The party strength remains as before, and two constituencies are relieved of the expense and turmoil of a by-election. It is just as well.

With the Brittain report will come to Saint John a renewed interest in civic affairs, and the hope that as a result of the recommendations made a better system of municipal administration

Other Views MARITIME STATURE.

(Halifax Herald) THE report which came out the other day from the Halifax Board of Trade in reference to matters which representatives of the Board dis-cussed with Canadian National Railway heads and

nembers of Government at Montreal and Ottawa has satisfactory assurance. One may conclude that impressions were made by the Halifax repre-It is to be noted that in general representations from the Maritime Provinces are today listened to a great deal more attentively-and treated more seriously—than they were a few years The people of the Maritimes will realise

insist upon being heard. What they say is taken seriously because they have learned to take the This is the line of action to follow. The measure which people apply to themselves will be accepted by others. This is human nature. be accepted by others. This is human nature. Having increased their stature in Dominion eyes,

that their own insistency and aggressiveness have caused this change. They are heard because they

SCOTTISH SETTLERS.

(Halifax Chronicle)

IN his speech at the North British banquet, Lieutenant Governor Tory made a strong plea for bringing Scottish boys to settle in Canada. This was more than a complimentary gesture on the part of His Honor to the racial pride of his hosts. It was a practical suggestion for getting the best type of settlers for the country. It so happens, according to a Glasgow newspaper, there are at the present time 40,000 Scotsmen ready to leave Scotland for America. Is this not an extraordinary number? Only 6,000, however, may enter the United States this year under the quota law. Canada should be on the alert to get as many of this veritable army of settlers as it can

There is no better type of settlers to be had than the sturdy Scots. They adapt themselves to new conditions easily. They are assimilated into the life of the country rapidly. If there is

GREAT LAKES AND THE SEA.

(Detroit Free Press) INTEREST in the problems of marine is no longer confined to the seaboard

NEED FREIGHTERS.

(Toronto Globe) British coal strike almost as enthusiastically that those coal-carrying freighters are needed here Mr. A. P. Paterson was given opportunity last to transport wheat,

W. C. Milner Writes evening to review the Confederation agreement, on Maritime Problems (Toronto Globe)

The following is the first of two letters by Dr. W. C. Milner of Wolfville, N. S., dealing with Maritime Province problems. TO the Editor of The Globe: Certain causes for depression in the Maritime Provinces that have not been dealth with in the Duncan report cent. cut in their appropriations for the ensuing are worth considering by those who are studying vear will receive the approval of all Saint John's the industrial conditions down here. We are criticized for not adopting steam when wooden

vessels declined.

Over twenty years ago the City of Halifax and the Town of Dartmouth united in a well-considered printed appeal to Parliament to relieve the ness of steel shipbuilding from the incubus of protective duties which placed the business at a serious disadvantage in competition with British shipbuilding. This was followed by the shippard owners of Quebec, Toronto, Collingwood, etc., offering to build steel vessels if a bounty was given With the Duncan report on Maritime matters equal to the duties imposed, viz., \$6.50 per ton. At that date the annual consumption of steam vessels in the coastal, protective, harbor, river and canal services equalled 50,000 tons. By standardizing the work, giving each a specialty, the builders had confidence they could create a steel shipbuilding industry; yards were to be established also in Halifax and Saint John. The matter was discussed in Parliament more than once. W. F. Maclean, M. P., in the debate on Feb. 10, 1908, in advocating a bounty, asked: "What better agent could our Empire have than not only transcontinental lines of communication by means of our railways, but a ship-owning undertaking which would be available for the needs of the Empire at all times? We could not only build our own ships, but have the men from the Maritime Prov inces who could man them!" All this fell on deaf ears. The rural constituencies of Ontario were not concerned with shipbuilding or intensely interested in the welfare of the Maritime Provinces Instead of private parties building steel vessels for \$40 per ton, the Government was within ten situation is so clarified as to enable action to be years building them for over \$190 per ton. Such is the supreme wisdom of our Ottawa rulers. taken with the reasonable certainty that plans

Trade Diverted to West. Until the completion of the Intercolonial the Cities of Saint John and Halifax as well as the Cities of Saint John and Halifax as well as the farming districts enjoyed rate prosperity. Farmers had a ready market for their products and the knowing also that this ship had a short was a short state of the stores. wholesale houses of these cities supplied the stores in the small towns and country villages and took their produce. When the line was opened travelers from the commercial houses of Montreal and Toronto suddenly invaded their territory in shoals; The letter from Rev. George Scott in this dealers of the Maritime Provinces found their back country cut off by wholesale houses west. The result was disastrous to them. Halifax had twelve wholesale dry goods houses alone that went down. Country traders, shipping their produce instead to the cities and thereby paying for their purchases, were obliged to rake and scrape up the cash for Montreal and Toronto houses. A home market for such produce fell off, and then the incentive for production ceased. Farm property decreased in value; farmers' sons and daughters commenced to flee from the country; flourishing settlements were almost decimated; farmhouses were boarded up, and fields grew up in thistles and weeds. For lack of a working population, wages have advanced to a point to be a serious handicap to farmers. Lack of enterprise and initiative, as charged, had nothing to do with wages have advanced to a point to be a serious handicap to farmers. Lack of enterprise and initiative, as charged, had nothing to do with conditions that were beyond the control of the

Probably the price of coal—two or three hundred per cent. greater than in the State of Maine beside us—was the most potent cause of hard times here. St. James Street, Montreal, interests obtained control about twenty-five years ago of the Cape Breton coal fields held by the Dominion Coal Company. Previously the price of coal in Halifax was \$3.50 per ton. St. James Street worked both the coal fields and the Maritime consumer to the limit, raising the price from \$3.50 to \$12 per ton, while the low prices in Boston and Montreal remained undisturbed. This increased the cost of living to every family and was destructive to industries depending upon it for heat and power. An increase of even a dollar a ton on a million tons means a tax of a million dollars. As the local consumption was nearly two millions of tons, the enormous tribute paid by the people to St. James Street can be imagined. It was impossible for the coal company to work both the mines and the Maritime consumer with-

hoth the mines and the Maritime consumer with out official protection. As the Government persistently ignored all representations as to local increase in prices, suspicion has arisen that the company in its profiteering had a sleeping partner.

The absorption of Maritime banks by Montreal and Toronto has also been injurious to the Maritime Paragraphy need capital as much time Provinces. Farmers need capital as much as any other industrial class. Formerly every community possessed one or more moneyed men who made a business of loans to farmers on time generally on mortgage. Short-date banking loans— 60 or 90 days—do not give accommodation to a farmer building a barn, buying machinery, breaking up land, etc. To secure such capital as deposits at 3 per cent. was one purpose of the banks when they established branch offices in every moneyed locality, and many millions that would have been available to farmers have gone to swell the bank deposits at Montreal and Toronto.

Wolfville, Nov. 24.

W. C. Milner.

The Mining Scientists (Calgary Herald)

WHEN the second triennial congress of the mining and metallurgical experts of the Empire meets in Canada next year they will find a country of vast mining possibilities at the beginning of its development. In the production of silver and gold Canada

has taken a leading place among the countries of the world. Gold production has progressed with amazing rapidity. The opening up of the rich mines of the Porcupine country in Northern Ontario has placed Canada in the third place in and snugly packed in jars; prunes dis-designed oil heaters.

After the prunes have matured they world production. Authorities estimate that Canada will soon pass the United States. Canada has almost control of the production of nickel. The production of copper, lead and other non-precious metals in Canada is growing with great rapidity. Canada has unlimited coal and iron resources. Our iron contains some sulphur which must be removed to allow it to and iron resources. Our iron contains some sulphur which must be removed to allow it to compete with the free ore of the Mesaba range, France less than a century ago. Now but science is applying new methods to the simplification of the processes required for its ex- in California, Oregon and Washingto

Our possessions in oil are now being investigated on a considerable scale. Enough is now known to prove that a bright future lies before this province as a producer of petroleum and the day may not be far distant when great distillation plants for the recovery of petrol and other chemical are peculiar. Abundance of sunshine by-products from the coal of Alberta will be erected here.

Abundance of sunshine and warm weather are necessary, and since prunes are particularly sensitive.

It is pleasing to learn that the scientists who will attend this Empire meeting at Montreal are planning to tour Canada, to inform themselves concerning the mineral prospects of the Dominion. In Alberta they will see mineral production on a large and varied scale. Their investigations may well prove to be the starting point from which will flow a much-needed supply of capital for future development.

Brain Power (Los Angeles Times)

A TITLED British surgeon insists that it never damages the brain to use it to its full capacity. Study and concentration may impair the physical being, but the brain is still untouched. He insists that brain work does not cause brain fever. This is an upset to popular opinion and the judgment of many other doctors, but it is a laborate the power that the old bean cause of the property of the power that the old bean causes the property of the power that the old bean causes the property of t relief to know that the old bean can go through much exercise without taking the count. Even the mental outbursts of a single-taxer are not thought to be hazardous by this authority

Poems I Love

"When I Heard the Learn'd Astron omer," by Walt Whitman.

American of all our poets, pioneer who paved the way for a new kind of magic, is undeniably great. His free, untrammelled measures are a ymbol of his limitless scope. He was in love with Nature, no less than with Democracy; and in this cosmic poem he reveals that passionate desire to understand the mystery of the universe. Note the glorious sweep of his song.

When the proofs, the figures, were ranged in columns before me; When I was shown the charts and the diagrams, to add, divide, and measure them: When I, sitting, heard the astronome

where he lectured with much applause in the lecture-room, unaccountable, I became tired and sick; rising and gliding out, I wander'd the mystical moist night-air, and from time to time, .ook'd up in perfect silence at the stars (Copyright, 1926.)

After Dinner Stories

WHEN S. F. Martin, of Maryville, Mo., an amateur operating station be relayed through his station he was somewhat disconcerted to note that the address was simply "In the Arctic." Remembering, however, that the Canainto operation in an effort to get in saying that the message had been communication with the boat's oper-ator. After a few hours he was suc-northwest policeman on duty in the

urprised to get an acknowledgment ceived from home in two years.

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A few days later he was agreeably this message was the second he had re-

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Timely Views On World Topics

SAYS CANADA OFFERS OPPOR-TUNITY TO U. S. BUSINESS | cans who are seeking greater oppo tunity is "Come to Canada." tunity is "Come to Canada."

The vast undeveloped water power Sir Henry Thornton, President, Canadian National Railways WHILE there is still plenty of attractions for American manufactur-

> Americans, and Canada is hoping that some of them will turn toward learning to Canada along this line. her sparsely set- year has got back to normal after the

tled regions for the establishment of new homes.

In my tour of the war.

In m

By ARTHUR N. PACK.

poor prune, much maligned, continues

to be set before us. Where do they all

most of those we consume are grown

In the Santa Clara Valley of Cali-

SOLD BY

ALL DEALERS

Queer Quirks of Nature

RUNES that smile at us from the breakfast table; prunes candied at these times with the aid of specially

THE PRUNE IS A VISITING PLUM.

the West, I was offering every encouragement to in orering every encouragement to immigratified to see the extraordinary healthy economic conditions which prevail. The far-mers are happy In Vancouver last year there we

their mortgages, thanks to the good crops of the last three or four years. They are able to enjoy many of the luxuries of life, among which I do not count automobiles, which have become a necessity. So my first message to those Ameri
So my first message to those first mestade use of the actual use

to frost and wind during the blossom

drop to the ground, and are gathered, dried in the brilliant sunlight of the

packed. A prune orchard in blossom

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in Canada constitutes one of the chief

BONG: "For Gosh sakes, Jack, what's happened to you? You look like a pounded steak." Bumpf: "Oh, nothing much, only my masseur owed me four hundred dollars and I let him take it out in trade. SWIMMING suits don't seem to be

nothing but a couple of armholes haphazardly held together. SHOW us a husband who beats his wife and we'll show you a wife who's devoted to her husband.

SEE your husband is back from hi fishing trip. Did he bring in a good "HOW come yo'll in jail again, Ras-

FRANK says that the laziest man he can imagine is one who sits up all customer.

A BRUTE is a man who won't shave FAIRY STORY: So she took the

dress back and ordered it length-

WIFEY: "Anyhow, a woman's mind is always cleaner than a man's." Hubby: "It ought to be. It changes

the goldfish to see if they were plated

"Case ob mistaken identity?" "Who they mistake you foh?"
"Didn't mistake me foh nobody.

mistook a prohibition agent for a good

Look Out For the **CHRISTMAS SHOPPING** NUMBER

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