

Editorial

THE EVENING TIMES-STAR, SAINT JOHN, N. B., TUESDAY, NOVEMBER 9, 1926

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TUBERCULOSIS

LIFE insurance companies believe it to be good business to spend money in a campaign to destroy tuberculosis. Communities should be not less eager to have the disease stamped out. The effort that is being made at the present time through the agency of an educational campaign to arrest public attention and prevail upon people to take more interest in having cases of the disease reported and treated, and especially to ensure better care of children who, when under-nourished, are more susceptible to the disease, should meet with universal support. It was noted in The Times-Star a few days ago that the number of children suffering from tuberculosis in the County Hospital is little more than one-third of what it was some years ago. The explanation is that nursing care has saved many children from contracting the disease. Of course a more prompt report and proper treatment of advanced cases has also had a beneficial effect. In the province generally, however, the death rate from this disease is so high as to be a disgrace to an intelligent community. The disease, be it remembered, can be stamped out. Let every body lend a hand.

SOME DISTURBING SUGGESTIONS

THE new Welland Canal when completed will cost, it is estimated, \$116,000,000. The Maritime Provinces will have paid their share of the cost, but a Buffalo man, who is described by the Financial Post as "one of the first three or four shipping men concerned with the Great Lakes trade," is quoted as saying that he could not see that the Welland Canal had benefited the Maritimes at all. Nor did he see in the new canal "any particular advantage in the possibilities of a coal-carrying trade from the Maritimes."

Still another Buffalo man is quoted by the Financial Post as saying "the canal could see that the Welland Canal and St. Lawrence system is a positive detriment to the Maritimes, since this canal system built up Montreal as a grain port, whereas Halifax and Saint John should have displaced Portland, Me., as soon as Canadian railways obtained their eastern terminals in Canada."

So much for the Maritimes and their share of that \$116,000,000 cost of the new canal. But if the canal will not benefit them, to whom will the advantage accrue? Sir Wilfrid Laurier justified his first canal by saying that he would go to Montreal without fear of competition from Buffalo or Oswego. We know now that it failed to prevent Buffalo competition, and the new canal will enable the large lake boats to get down to Oswego, and make it a rival of the Canadian port of Kingston. The large lake boats cannot go on to Montreal, and the grain will have to be trans-shipped at Prescott or Kingston—the latter being most favored. But will the American port of Oswego be entirely out of the running? A writer in the Financial Post puts the question thus: "Will Canada be proud of this (canal) or will our investment of money and energy turn out to be a bitter disappointment?"

That is an extraordinary question to ask at this stage of the proceedings. The Buffalo shipping men are not the only ones who are interested in the canal. The yard or more of soap or grandmother had to cut up into little cakes has become a dozen brands of nationally advertised toilet soaps to be found at the nearest chemist. Advertising campaigns have done more to change the habits of the nation in matters of sanitation and cleanliness than the speeches of all the uplifters who have uplifted their voices in the past fifty years.

Here is another amazing statement which a Buffalo man interviewed by the Financial Post credits to a former Canadian cabinet minister. He "declared privately that the interest on the money being spent on the Welland Canal, or what would be spent by the time it is finished on the usual government scale, would pay the rail freight rates on every bushel of grain from the originating point in the northwest to Montreal."

Why does the Financial Post give publicity to such views as are indicated in this summary of two long articles in its columns? Is there a possibility that the huge expenditure on the Welland Canal will not be justified by results? One would be reluctant to think so, especially if one lived in the Maritime Provinces, where every little Government expenditure is regarded with dark suspicion by many of our friends in the central provinces.

Whatever happens we must pay our share of the cost of the Welland Canal—as we have done in the case of the whole canal and waterway system from Quebec to Port William.

BOYS' CLUBS

THE Boys' Clubs in Saint John will soon be open for the winter. It is interesting to note to what an extent the movement of providing clubs for boys is growing. The October News Bulletin of the Boys' Club Federation tells of a new club to be opened in Detroit this week, in a district in which, within a radius of a mile, live 12,000 boys. The district is one of the worst sections in the city in its juvenile court record, and the new club had its inception in an appeal made by the judge of the juvenile court. Over fifty prominent leaders in the business and civic life of Detroit are behind the new club. The Governor of Michigan, the Mayor of Detroit, bank presidents, business and professional men are on the directorate. A four-story warehouse and factory building in the district was secured, and \$15,000 spent to convert it into suitable club quarters. There have been provided a gymnasium, an auditorium, boxing ring, physical examination department, junior and senior game rooms, class rooms for vocational training and a reading room. The News Bulletin, in the following very striking paragraph, tells why so many prominent citizens of Detroit have interested themselves in this matter:

"A study of the records of the juvenile court showed that one out of every eight boys between the ages of 17 and 19 was arrested last year, that juvenile arrests had been increasing at the rate of 20 per cent. each year, that the seriousness of the offenses among the older boys had increased, grand larceny having tripled in two years, carrying concealed weapons and double assault, assault and battery almost doubled, assault and battery almost doubled, and that in eight years the number of cases coming before the court was equal to the entire boy population of the city."

The committee taking the matter in hand

learned that boys' clubs in Menominee, Michigan, had decreased juvenile delinquency eighty per cent., and in Chicago seventy-three per cent. They were told by Judge Talley of New York that "there is only one way in which prevention of juvenile delinquency can be accomplished, and that is by the creation of as many boys' clubs as it is possible to maintain under skilled and trained direction."

We learn also from the News Bulletin that a new Boys' Club, which will accommodate 5,000 boys and cost \$140,000, is being erected in Chicago. The Boys' Club Federation is now conducting in New York a course of six weeks of intensive study for workers with boys, and the teachers are experts in all lines of boys' work. We learn also that \$614,000 has been raised for the up-town branch of the Boys' Club of New York, and the building is under construction.

It is worth while to take note of what other cities are doing for the benefit of boys who need just such direction as boys' clubs provide.

Northern Ontario has been toured by a group of professional and financial men, who have returned very much impressed by the development going on in that region. The mining industry explains the activity. It causes the export of large sums of money, the rise of small towns, and the development of farms to supply those towns with produce. This is what New Brunswick needs.

There is a general belief that minerals in paying quantities exist in this province; and, if the Provincial Government is able to prevail upon the federal authorities to lend some assistance in prospecting, much good may develop.

Mr. Thomas Robb, for twenty-three years General Manager and Secretary of the Shipping Federation of Canada, whose death occurred last night, was a strong advocate of increased shipping facilities at the port of Saint John. He saw a prosperous future for this port, if the facilities were provided. Mr. Robb was very widely known and highly esteemed in the shipping world, and his service during the war received special recognition. His passing is a distinct loss to shipping circles in the city of Montreal, and, indeed, to the country at large.

On Saturday reference was made in this paper to the death of Mr. John T. O'Brien, and the "trade" is quoted as saying that he could not see that the Welland Canal had benefited the Maritimes at all. Nor did he see in the new canal "any particular advantage in the possibilities of a coal-carrying trade from the Maritimes."

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The committee taking the matter in hand

News and Views From The British Capital

LONDON, October 21, 1926.—Mr. James Bone's "The Perambulator in London," illustrated by his brother Muriel Bone, has graduated amongst the best sellers. And now comes another volume, "The Perambulator in Edinburgh," by the same superiorly gifted author. No living writer brings to the description of a great historic city such vital curiosity, such whimsical humor, or such ripe connoisseurship as Mr. James Bone, and his Edinburgh book, despite the fact that he says Glasgow will take no delight in it because it is about Edinburgh and Edinburgh because it is by a Glasgow man, must make a big appeal to all genuine Scots. It contains, amongst other gems, a wonderful description of the interiors of those old Edinburgh houses that have nowadays fallen on lowly days. Never before has any writer penetrated into these awkward rookeries. How did Mr. James Bone achieve the miracle? A little bird whispers that he did it, by the courtesy of the Edinburgh Education Committee, magnificently disguised as a Treasury Officer!

The Dairy Show
On a cold October morning with a rustic red-faced sun trying hard to force its way through the mist, the biggest fair of the world opened in London this week. At the Dairy Show at the Agricultural Hall there are 7,500 cows, heifers and calves, and a vast number of sheep. There are many cows as goats, and thousands of bright-faced dairy maid. There are, moreover, where butter and cream-making are concerned, made; and milk is put up in bottles. The unfortunate judges of milk are being hard worked, for cows three times a day, which means that judges have to be on duty from 5.30 in the morning till 10.30 at night. It is as though all the farmyards and dairies of the South had been made into one enormous hall, permeated with a sweet smell of the cow-bye. The Agricultural Hall is for once living up to its name.

Lord Curzon at His Best
Today "Leaves From A Viceroy's Notebooks," a posthumous sequel to the late Lord Curzon's "Tales of Travel," will be published by Macmillan and Co. His literary executors, Mr. F. W. Pender and Mr. Ian Malcolm, need not have made the apology they do for giving to the world a volume, written before his death by the famous proconsul and Imperial statesman, but lacking his final editing and polish. It is one of the most fascinating books I have read for years, direct and human as Lord Curzon's intimate talk over a cigar, and with a fund of humor that is often, as his lordship's close friends may not be staggered to hear, distinctly Rabelaisian. His chapter on unobtainable wedding presents reveals the real George Nathaniel, a very different personality from the popular conception of a patrician prig. One story I must quote—about the General, thrown by his charger at a big ceremonial procession, who found in his A. D. C.'s diary the following entry: "January 14th. 'Proclamation Parade—Father came off all right!'"

Rugger Blues
It is not much of a secret that Oxford is "criminally" anxious to reassert her supremacy in the sporting arena. Not only young masculine Oxford, but still more so some elderly dons, burn to show the world that, despite the invasions of monstrous regiments of sweet girl graduates, the Dark Blue University is not really "ladylike." And just now attention is concentrated on the "place called Cambridge" at Twickenham on December 14th for the Varsity rugger match. The day may excite quite the popular sensation outside that the Boat Race does, but with members of the two Universities they have come to be almost the cordieu

What are this year's prospects? It is early yet. After the first half of the season, the two Universities will place in the up-coming field a very fast and hefty pack. The Blue Bulls, who have been the champions of the English, will be the main opposition. The English captain, No ordinary university forwards will receive a few more of the "old school" type, the here inspiration of "Der Tag" often upsets calculations by moving individual heroes to work miracles. Oxford cannot be so sure of her own strength, and the only outstanding back in the two teams is the Welshman, who is showing his real form on the wing. Finally, and most ominous of all for Oxford, the Cambridge halves are much the finer artists, well up to international class.

Odds and Ends

The Speediest Animals
(Exchange)
A list of the speediest animals in the world has lately been made. Here it is: the greyhound, race horse, prong-horned antelope, hare, Texas jerky rabbit, common fox, coyote, foxhound, and the wolf. The greyhound, the fastest of the lot, can travel for a short distance at the rate of 35 miles an hour. But none of these animals can keep up great speed for any length of time. These records were calculated by means of a stop watch by noting the number of seconds an animal makes in a certain time. Then the length of the leap was measured.

Our Sense of Humor
(Chicago Herald-Examiner)
Being kicked by a male is lower upon a scale of good by those who haven't been kicked. Sea-sickness always raises a smile upon the faces of those safe on land. And one of the famous Greek tragedies is never successful when given before a modern audience because the wife kills her husband with an axe, and a most rare is considered a subject for uproarious mirth by moderns. The funniest thing in the world is our sense of humor.

More Globe Wheelers
(Edmonton Journal)
Two Frenchmen, "round-the-world" motor cyclists, approach America. Already they have traveled from Paris to Peking. They have conquered the steep, tortuous passes and the intense cold of the Ural mountains, and have overcome the hazards of the roughest tundras of central Asia. They will cross the Pacific by a Seattle steamer line.

How Fathers Forget
(Dundalk Herald)
And now, as Halloween approaches, we hear so many stories of older stunts of the good old days that we wonder that "boys" who cut up capers then don't stand for "any such nonsense" by the rising generation. Age changes a man's ideas so.

A Three-Play Tie
(Border Cities Star)
Crown Prince Leopold of Belgium and Princess Astrid of Sweden will be spotted in three wedding ceremonies, civil, Protestant and Catholic. That ought to hold 'em, ought it not?

Keep up Burbank's Work
(Edmonton Journal)
A movement to establish a million-dollar Luther Burbank foundation to carry on the work of the famous plant culturist, who died recently, has been started.

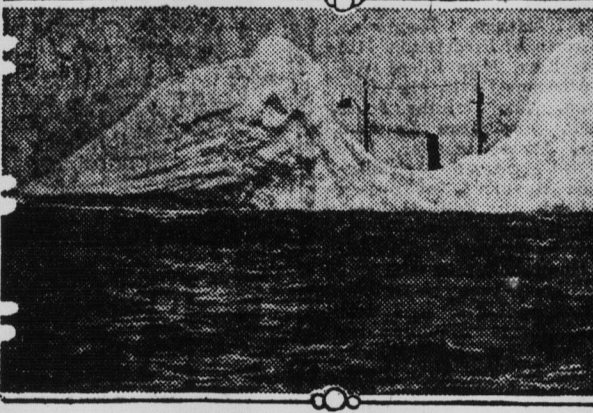
Always on the Job
(Cincinnati Enquirer)
A little shine on her nose now worries daughter almost as much as a lot of dust on the furniture used to worry her mother.

They Never Come Back
(N. Y. Herald-Tribune)
Bread cut on the waters will return after many days. Would the same thing were true of golf balls.

Good Eating
(Philadelphia Inquirer)
Our idea of a well-balanced diet is one that contains 90 per cent. of the things we like.

Queer Quirks of Nature

NATURE CARVES THEM INTO STRANGE SHAPES



Iceberg Architecture
By ARTHUR N. PACK
ICEBERGS frequently are carved into fantastic shapes by the action of wind and water, and many tales are told by seafaring men of the curious pictures presented in some of them. In the accompanying illustration the photographer has caught a massive berg with contour which suggests some winged monster aloft on the surface of the ocean.

Poems I Love

By CHAS. HANSON TOWNE
"The Old Woman of the Road," by MR. COLUM is one of the best of modern Irish poems. Drenched with Gaelic ardor, steeped in the folklore of Ireland, and with a supreme lyric gift, he is well equipped to interpret those tragic-gay people he knows so well. He can paint a vivid picture, he can make us smell the very turf of that romantic country where he was born and where he spent his colorful youth. Here is one of his finest poems, I think, and one could hardly read it without a tear in the eye, a catch in the throat.

Oh, to have a little house!
To own the hearth and stool and all!
The heaped-up sods before the fire,
The pile of turf again! the wall!
To have a clock with weights and chains,
And pendulum swinging up and down!
A dresser filled, with shining delph,
Speckled with white and blue and brown!
I could be busy all the day
Cleaning and sweeping hearth and floor,
And mending on their shelf again
My white and blue and speckled store!
I could be quiet there at night
Beside the fire, and by myself,
Sure of a bed and loath to leave
The ticking clock and shining delph.
Oh! but I'm weary of mist and dark,
And roads where there's never a house or bush.
And tired I am of bog and road,
And the crying wind and the lone-some hush.
And I am praying to God on high,
And I'm praying him night and day,
For a little house—a house of my own.
Out of the wind's and rain's may.

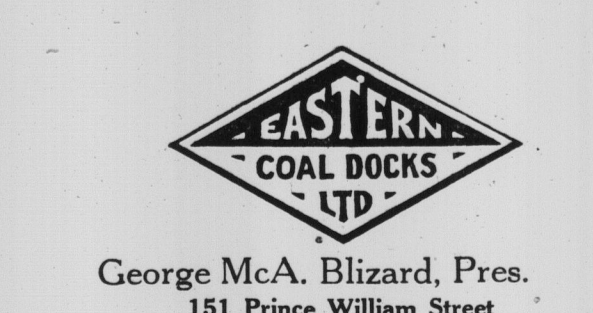
After Dinner Stories

THE manager of a factory was giving instructions to the young salesman who was starting on his initial trip. As the young man picked up his bag the chief said: "Good luck to you; write us important news." The following day this message was received at the office: "Reached here safely. Good room with bath; feeling fine." The manager wired back: "So glad; love and kisses; good-bye."

Low Capital High Assets

Both earnings and assets of Eastern Coal Docks, Ltd., justify a much larger issue of 7 per cent. Cumulative Preferred stock. It could well issue three times as much stock and pay good Dividends as well as show plenty of security behind it. But the final development of facilities for Eastern Coal Docks calls for only so much capital, and no more. The directing management hold the Common Stock and very naturally believe in sharing only what they have to in the matter of Dividends.

There is but \$50,000 in 7 per cent. Preferred. It stands as a cumulative preferred charge on Dividends of well established efficiency. It shares a further 3 per cent. with the Common and obtains a bonus of Common Stock. So exceptional as to merit immediate enquiry.



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Their Lovely Materials!
Their Smart New Colors!
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Cut Velvets \$27.50 and \$29.00
Taffetas \$16.75

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est point of efficiency with regard to morale, discipline and preparedness. In the domain of social and economic activities, the Fascist system gave to Italy in three months a law on the rights of authorship to literary men and artists, after they had vainly tried to obtain it for thirty years. We have created provincial and national economic councils and the National Institute for Exports and Imports and scientific bodies for the development of our national resources. Now, after thirty years of debate, we have accomplished unification of banks of emission into one bank, an essential reform.

We are enlarging and utilizing the Ports of Genoa, Leghorn, Civitavecchia, Naples, Palermo, Catania, Cagliari, Bari, Ancona, Ravenna, Venice, Trieste and Fiume. The Italian merchant marine by pure pluck has won second place in Europe's mercantile fleet and fourth rank in the world's tonnage.

We have also organized systematic exploration of our soil to determine the existence of iron and petroleum. The work of reclamation continues actively. The Pontine marshes, which for 2,000 years awaited reclamation, are soon to be a salubrious and fertile zone, traversed by a direct Rome to Naples railway, which will be opened to traffic next year. In the field, the farmers enlisted by Fascism with enthusiasm have won the battle of grain, producing 60,000,000 quintals, which demonstrates that victory is possible and will be attained.

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