

THE EVENING TIMES-STAR, ST. JOHN, N. B., MONDAY, OCTOBER 29, 1923

The Evening Times-Star

ST. JOHN, N. B., OCTOBER 29, 1923

The St. John Evening Times is printed at 27 and 29 Canterbury street, every evening (Sunday excepted) by New Brunswick Publishing Co., Ltd. J. D. McKenna, President.
Telephone—Private exchange connecting all departments, Main 2417.
The Times has the largest circulation of any paper in the Maritime Provinces.
Special Advertising Representatives—NEW YORK, Frank R. Northrup, 350 Madison Ave.—CHICAGO, E. J. Powers, Manager, Association Bldg.
The Audit Bureau of Circulations audits the circulation of The Evening Times.

A VERY NOTABLE DAY.

There can never be a return of the old days when wooden ships were built in St. John. The port remains, however, and its future, as was its past, must be identified with the traffic of the sea. It is today a port on one of the great trade routes of the Empire, and of the world. The gaze of the people of the Maritime Provinces must still be seaward, as it was a century or half a century ago. Changing national and economic conditions do not change geography. The destiny of these provinces is bound up with maritime trade. They must create industries based on their natural resources, and find markets overseas. St. John must thus become an ever more important centre of the shipping trade. Whatever tends to bring her into closer touch with other great centres is to her advantage. It is not alone, therefore, that a dry dock will give an impetus to related industries, but that great shipping companies whose vessels may come here for repairs will learn about St. John, and through their interest other benefits may come. Without assuming the prophetic mantle, it is safe to assert that the enterprise of the St. John Dry Dock and Shipbuilding Company will, through its work and through the publicity it will give the port, have far-reaching results for the benefit of the city.

Today, therefore, is a notable day in St. John's calendar. The citizens do well to mark it by a notable celebration. It is recognized that the shipbuilding industry is at low ebb in all countries, but commerce goes on, wrecks occur, vessels must be overhauled, and dry docks and ship repair plants kept in operation. There will be in time a revival in shipbuilding, and this may prove of advantage to a port already provided with so valuable a plant as that at Courtney Bay. We have it on the authority of Mr. John H. Clarke, the eminent consulting engineer of London and Southampton, that nowhere in the world is there a dock so large or with such complete equipment in plant of all useful kinds. The same authority pays the highest tribute to the intelligence, industry and good-will of our working men, so essential to the economic success of such an enterprise. St. John, therefore, may yet become a centre of the shipbuilding industry. In the meantime, the dry dock, if it receives the patronage confidently predicted for it, will mean the addition to our population of a large number of highly-skilled mechanics who will make valuable citizens, and will mean more work for existing industries as well as the gradual establishment of new ones. A ship in dry dock, especially a passenger ship, may need the work not only of steel and iron workers but workers in brass, cabinet makers, upholsterers and many others, and the expenditure may sometimes run into hundreds of thousands of dollars. Once the popularity of a dry dock has been established the business comes. St. John has an ever open port easy of access, and an ever-growing traffic for steamships of numerous lines. It has the plant, the management and many of the men. Today should mark the beginning of a new era of industrial activity and expansion.

Congratulations are due the St. John Dry Dock and Shipbuilding Company upon its determination to lead the world in the production of this great plant, and upon the speed with which the work has been carried on since it took over the contract. What it has accomplished may surely be regarded as a guarantee that through no lack of intelligent enterprise on its part will the dry dock and ship repair plant at any time be idle. In the old country these plants undertake land as well as sea-work, and take any contracts their machinery enables them to assume. It will be the same in St. John. No one will expect immediate great results, in the present depressed condition of world affairs, but St. John is in a state of readiness to take full advantage of every opportunity to profit by expansion of the world's commerce.

THE WORLD'S SHIPBUILDING.

One of the outstanding facts in connection with the world's shipbuilding today as set out in Lloyd's Register is that the United States, which was building ships more rapidly than any other country four years ago has now fallen to sixth place in construction. Great Britain, Germany, Italy, France and Holland are all building more tonnage than the American at present. For the quarter ended with September nearly all the principal nations were building fewer ships than at any time since the close of the war, but in view of the fact that tonnage has long been spoken of as exceeding the demands of trade the work going on at the beginning of the year is very large, though it showed a decline of 165,000 gross tons in comparison with April, May and June.

It is noteworthy that although contracts on which work has been suspended in Great Britain this last quarter amount to 242,000 tons the British yards have under construction at present 1,029,185 tons against 1,023,802 for all other countries. Yet the British decline has been heavy even three months ago British plants were building 139,000 tons more than all other countries combined, while at present they are building 5,000 tons more. But there is another angle from which to look at it. The construction work being done in all countries under the supervision of Lloyd's Register represents a total of 1,298,571 tons gross, and of this the share of the British yards is 976,446 tons. So the British proportion of the new seagoing merchant tonnage being classed by Lloyd's Register is 75 per cent.

Several nations changed places in the matter of construction ranking during the last quarter. The British kept their long lead, with Germany second but far away, but Italy took third place from France which fell to fourth, and Holland took fifth place from the United States. Japan and the British Dominions rank seventh and eighth as they did at the end of June. The only countries showing a gain in the year under way were Holland, Italy and Japan. Italy is building at a more rapid pace than before the war, and the British Dominions show a slight increase, but with these slight exceptions there is a decline.

In 1914, a month before the great war came, Great Britain and Ireland had 1,722,000 tons of shipping in course of construction as compared with 1,271,000 now. The corresponding German figures are 345,000 before the war and 345,000 now. Germany, for all its professions of poverty, continues to build ships. The United States was fourth in building rank in 1914, and it is now sixth. Its yards at present have in preparation less than a tenth of the British total in process of construction, and less than a third of the German. And a very considerable percentage of the merchant ships rushed to completion by the United States government during the war constitute a most troublesome national problem.

OUR VISITORS.

St. John extends a hearty welcome to His Excellency the Governor General, to the Minister of Public Works, to Sir Henry Thornton and Mr. Grant Hall and their entourage, to the directors of the St. John Dry Dock and Shipbuilding Company, the visitors from New York, and all others who have come to participate in the ceremonies attendant upon the opening of the dry dock which is the largest in the world. This city would appreciate the privilege and honor of welcoming them at any time, and only regrets that the great new hotel is not yet erected to intensify the favorable impression it is hoped they will receive. Some, indeed, are old friends, and we hope to make friends of those who have seldom come this way or are here for the first time. Possibly some of them, who read the papers carefully, have come to regard us as a clamorous folk who are always wanting something. To them this paper would suggest that being on the ground they consider the relation of this port to the rest of Canada, as a terminus of three transcontinental railways, and ask themselves if they regard the terminal facilities thus far provided adequate to the needs of a national port. The city is quite willing to submit the matter to their judgment, after they have possessed themselves of the facts. There is no desire, however, to be unreasonable, but rather to aid the St.

General Manager of Dry Dock Praises Work of Associates

From today's Telegraph-Journal.

In connection with your special issue covering the opening of our dry dock, which marks a period for this company, when it passes from a construction stage to one where it assumes its true sphere as a haven for damaged vessels, I feel the time opportune to express my indebtedness to those who are more or less unknown to the general public, and yet who have brought this vast undertaking to its present stage of completeness. There is much in construction work yet to be done to perfect the plant, but nothing has been left undone which will prevent any vessel repair work being undertaken now. First, to my directors, who, while faced with difficulties of construction, and difficulties in financing an undertaking of this size, have never on any one occasion hampered the progress of the construction staff in any way or at any time shown any but an absolute faith that the undertaking would be brought to a successful conclusion, and more especially to our managing director and vice-president, Mr. D. S. Pratt, whose guidance and experienced advice have been of invaluable assistance.

Thanks Predecessors. To my predecessor, A. R. Dufresne, under whose management the company was organized, and who ably carried on the preliminary, and while less important part of the undertaking. To my chief engineer, E. C. Cameron, who was solely responsible for the preparation of all plans and the active supervision of all construction work, and whose perseverance and energy have contributed to a large degree to the carrying to completion of our undertaking. To my assistant manager, F. G. Wilson, who has capably handled the commercial side of our enterprise. To my assistant engineers, and superintendents, and lastly, the thousands of men who passed through my hands, and whose energy and industry have been a source of great satisfaction to the entire management. The past few weeks demonstrated to all of us just what type of men they are, and when I say that every man has "pulled to his full strength" I can say no more.

Yours very truly,
ST. JOHN DRY DOCK AND SHIPBUILDING CO. LTD.,
F. M. ROSS.

YOUNG BAPTISTS GIVE FAREWELL

Rally to Bid Godspeed to Miss Archibald, Going to India.

On Saturday afternoon there was a rally of young people in the Central Baptist church to meet and bid Godspeed to Miss Archibald, who is going to India on her return journey to India. Miss Archibald, formerly a missionary in Burma, was in the chair. A short musical and literary programme was presented by Miss Archibald, who was accompanied by Master Walter Dalzell, vocal solo by Master Walter Kierstead and Miss Margaret Hamilton, selections by the Central church Mission Band. Words of farewell were gracefully delivered by Miss Kelly on behalf of the Baptist young people of St. John. Little Miss Eleanor Rising then presented to Miss Archibald 25 carnations, one for each year of her service in India. Miss Archibald gave an inspiring talk on her work. With the aid of Master Kierstead she depicted child life in India, with concrete missionary incidents of sacrifice and tender appeal. The session closed with prayer by the Rev. Dr. David Hutchinson. Mrs. H. S. Wainwright presided at the piano.

Miss Archibald addressed a large congregation in the Ludlow Street Baptist Church, West St. John, last evening, under auspices of the Women's Missionary Aid Society. There were also present members of the Maritime Women's Missionary Union. Rev. W. A. Robins, the pastor, presided. Mrs. W. A. Robins gave a scripture reading, and Mrs. N. C. Scott offered prayer. Mrs. W. E. McIntyre presented to Miss Archibald a scripture reading, and a bouquet of white carnations was presented to her by Little Margaret Hamilton for the ladies of the W. M. A. S. Miss Archibald will leave here today, and will leave Montreal on November 11 on route to India.

John Dry Dock and Shipbuilding Company in playing the host to very welcome visitors. They will naturally want to see the facilities of the port, and to survey the city at large, if they are not already familiar with its outlines and activities. In this the business men of St. John will be at their service. Courtney Bay will be the centre of interest, but there is much else that will attract the attention of men interested in industrial matters and in transportation.



F. M. ROSS.

ANIMAL TRANSPORT ASSAILED AS CRUEL

Dr. Stillman Says Railroads in U. S. Heartless Handling Live Stock.

New York, Oct. 28.—Dr. William O. Stillman, president of the American Humane Association, charged the railroads with "absolute heartlessness and cruelty" in bringing to market the millions of animals slaughtered annually for food at the concluding session last week of the National Conference of the International Humane Association. He said the transportation of live stock from the Western states to the Eastern slaughter-houses was a 3,000-mile line of wailing, howling and suffering animals. Dr. Stillman showed the number of animals injured in transportation in one year was more than 3,000,000, representing a loss exceeding \$2,000,000.

"The culpability of the railroads," Dr. Stillman said, "is shown by the fact that during one year they were prosecuted by the Bureau of Animal Industry of the Department of Agriculture for 808 violations of Federal laws prohibiting rough handling and delay in livestock shipments. Such makeovers the railroads have taken to cut down injuries are based upon financial considerations and not on the grounds of humanity. The railroad bodies are a disgrace to the country, and it is a discredit to the intelligence and the humanity of the American people that they tolerate this deplorable suffering."

"All handlers of livestock on railroads or at stock yards should be deprived of clubs, sticks, whips, prod-poles, pitchforks and other implements likely to bruise or cripple animals. A humane officer should be stationed every stock yard to enforce the law. Livestock should be consigned to the nearest market and not carried hundreds of miles to distant points. More markets and packing houses should be established."

established in the stock-producing centres. This is a practical and vital point and the parties interested will have to accept it."

Dr. W. J. Embree, Chief Veterinarian, Western Weighing and Inspection Bureau, Chicago, represented the railroads' point of view. He admitted that many of Dr. Stillman's contentions were correct, but emphasized the difficulties with which the railroads had to contend.

Moving pictures, the making of which involved the risk of injury or death to many animals, were condemned by Mrs. V. A. E. Dustin, vice-president of the Cleveland Society for the Prevention of Cruelty to Animals. She condemned the bullfight, the rodeo, the Wild West show and Alaskan dog races. She said that over every zoo should be placed the inscription, "Leave heart and feelings behind all ye who enter here."

Resolutions were adopted creating a commission to fight the production of rodeos and Wild West shows, denouncing the steel trap, encouraging the use of fabric furs, asking the Governor of Kansas to take drastic measures to check abuse of animals in the oil industry in his State and condemning the establishment of hunting clubs near big reserves.

Dr. Stillman, who has served as the president of the association for seventeen years, was unanimously re-elected, as were all the other officers. The session was concluded by a dinner at the Astor.

A. T. LEGER, M. P. FOR KENT, IS DEAD

Campbellton Shocked by the Death of Member, III Only a Week.

Campbellton, N. B., Oct. 28.—Auguste Theophile Leger, Liberal M. P. for Kent county, died at 4 o'clock this morning at the Hotel Dieu Hospital in Campbellton. He had been seriously ill for only one week and word of his death will bring widespread sorrow. Mr. Leger first complained of illness about three months ago when he went to St. John to consult a specialist. His condition became gradually worse but his death was quite unexpected and came as a great shock.

Mr. Leger was 71 years of age. He was first elected to Parliament in 1917 and was re-elected in 1921. He leaves to mourn his widow, six sons—Napoleon, of Edmundston; Amelie, of Halifax; J. B., of Campbellton; J. T. Leger, a lawyer, of Bathurst; Sackville, of St. John; Arthur, of Newcastle; and Eric, of Montreal; three daughters, Mrs. Frank Magee, of Moncton; Mrs. J. J. Pitre, of Bathurst; and Mrs. William Brunell, of Duck Lake, Sask.; also one step-daughter, Mrs. Nicholas Theriault, of Burville.

The body will be taken to Richibucto, the home of Mr. Leger, on Monday morning and will be accompanied by his son, J. B. Leger. Requiem masses will be sung at Richibucto on Wednesday morning and the funeral service will be at 9 o'clock in the morning. Interment will be made at Richibucto.

Loss to Province. The death of Mr. Leger is a loss not only to his native county but to the whole province and particularly to the French Acadian people, of whom he was one of the most respected leaders. He was well liked not only by his political friends but by those on the opposite side as well. So recently as Friday of last week Hon. J. B. Baxter, his political opponent but personal friend, called upon him in Campbellton.

Mr. Leger was born on Jan. 4, 1852, at Cocagne, N. B., and was the son of Francois Leger and his wife, Sophie Bertrand. He was educated at the public school in Cocagne and in 1874 he married his first wife, Adeline, daughter of Alime Hebert, of Cocagne. His second wife, who survives, was formerly Mrs. Marie Magdelaine Babin, wife of Auguste Babin, of St. Louis, Quebec.

Mr. Leger was a successful farmer and on several occasions was a candidate for political honors. He contested

IS KICKED BY HORSE AFTER WATERING

Alexander MacPherson, the young son of Mr. and Mrs. George MacPherson, of Fairville, was badly hurt yesterday afternoon when leading a horse after taking it to water. The horse became excited and jumped, kicking the lad in the face. He was hurt across the nose and above the right eye. As no doctor was available, he was rushed to the General Public Hospital, where five stitches were taken in the wound. The boy returned home, where he was reported last evening to be resting as comfortably as possible under the circumstances.

Why An Imitation
When You Can Buy the Original Pipeless Furnace?
CALORIC PIPELESS FURNACE
A Complete System of Circulating Heat.
PHILIP GRANNAN, Ltd.
568 Main Street, Phone Main 365

Patience By Eye Measure
Doctor Charles P. Cleaves, a specialist of high international repute, says just this:
To know the patience I must have with a person, tell me the measure of his Eyestrain. More than half of eyes are astigmatic—strain to see. A condition only to be corrected by specially prescribed lenses—follows then a disappearance of headaches, nervous exhaustion and so on even to melancholia.
Sounds scary enough, all these troubles. So may be black night before daylight.
Sharpes
50 King
Removed from 21 King.
Now opposite Oak Hall.

To Men Earning from \$30 to \$40 Per Week
You don't have much left after paying expenses, do you? If some misfortune should deprive you of your income for a few months you'd probably run behind temporarily.
Now what about your family? How would they get along if—suddenly—your income should be permanently cut off by your death? Don't you realize that you should have at least \$5,000 of life assurance to provide for them after you're gone?
And, of course, you want the kind of assurance that's absolutely safe. And you want the "savings bank" kind under which you don't have to "die to win"—the kind that in addition to protecting your family will also provide a competency for your own old age.
Write today for free information about such an Imperial Life Policy—one to suit your particular needs. To-morrow you may be uninsurable.

THE IMPERIAL LIFE ASSURANCE
Company of Canada
HEAD OFFICE TORONTO
M. L. McPHAIL, Branch Manager, Royal Bank Bldg., ST. JOHN

Your Winter Friend
The "Silver Moon" Heater
awaits you here, and will stand you in good stead through the cold weather. The "Silver Moon" is the best known hard coal burning stove in these provinces. Fitted with self-feeding magazine and double fire pot, it need only be filled morning and evening. The anti-clang grate insures combustion of all coal without clogging. It comes in sizes, 10, 11, 12, 13 and 14.
COME IN FOR YOUR "SILVER MOON."
Emerson & Fisher, Ltd.

EASIER VISION
Glasses are not meant solely to correct faulty vision but also to give you "easier vision."
The condition of your eyes may cause a drain upon your nerves, drowsiness and other symptoms. Our properly fitted Glasses will correct this.
K. W. EPSTEIN & CO.
Optometrist and Opticians,
4 King Square 10-29

W. G. Stears
Paradise Block
Main 753—Upstairs.

Have a Care For The Eyes of Your Loved Ones

DON'T LET THE FIRE BURN THRU TO THE OVEN
What a pleasure it is to do things yourself and to know they are well done.
FOLEY'S PREPARED FIRE CLAY enables you to put the most durable of all linings in your own stove.
Get a sheet of directions from the Hardware or Store Dealer when you buy your Clay.
The above does not apply to those who burn wood exclusively. For them iron linings give good service.

The Webb Electric Co.
Phone M. 2152 - - 91 Germania St.