

THE EVENING TIMES-STAR, ST. JOHN, N. B., WEDNESDAY, MAY 14, 1924

The Evening Times-Star

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THE NEW POSITION.

A feature that stands out conspicuously in the cablegram concerning the overturn in France is the very outspoken expression of relief in British circles over the defeat of Poincare, a feeling that was held much in abeyance while he wielded what seemed to be unchallenged power. Now it becomes more than ever obvious that the British Government, in spite of the Prime Minister's patient and hopeful gestures, found the French ministry most difficult to work with. Obviously, too, there is strong hope that Poincare's successor, possibly Herriot, will fall more readily into a reasonable course to be pursued toward Germany by Britain, France and Belgium. Poincare, however, does not go at once, not until June, but in the interval the French will settle materially and the real prospect for a common policy by the Allies, resolute but clearly charted, should emerge soon after the new French ministry is formed.

The British and French were drifting apart, and not wholly because the British Government was not in accord with the Ruhr occupation. There was another shadow between them, that of the French drive for overwhelming superiority in air craft. The Poincare contention was that this was merely a necessary national precaution, aimed against a recovering and revengeful Germany. The British were never able to regard that explanation as adequate, or wholly frank. Today they hope for a gradual restoration of the mutual trust and understanding which formerly existed. That will not come in a day.

The immediate future is by no means without its difficulties, though they are less sharp than they were before the French elections. It is said, for example, that Poincare's defeat and the likelihood that a less militant French policy will follow, will encourage the Germans to resist the application of the Dawes plan in the hope that the Allies will now be divided or irresolute, that if French bayonets are to be withdrawn, or are to be less in evidence, it might be safe, however dishonest, to keep on asserting that the terms of payment are impossible. All of which renders real agreement between Britain and France more than ever necessary. It is said in some quarters that Europe's affairs are plunged into uncertainty by the French elections. The fact is that there was a dangerous degree of uncertainty before the elections. Enough remains, but London at least appears convinced that the elections have rendered a good working agreement with France more probable than it seemed a week ago.

Edouard Herriot, who is named in the despatches as likely to become Premier, is a radical, but he is not a pacifist nor a defeatist. He is thought to be less radical than some of those who are likely to figure in his ministry, and while the elections have placed in the Chamber not a few men who were next thing to traitors during the war, Paris correspondents evidently expect an administration that will quickly develop a resolute foreign policy without being militarist. It is said of Herriot that he is very able, a loyal Frenchman, and one who would be likely to work harmoniously with the British Prime Minister in reaching a policy designed to guard against German dishonesty or arrogance even if the present method of military pressure in the Ruhr were dropped or modified.

That Mr. MacDonald has been most eager for a good understanding with France has long been evident. If he thought what Lloyd George said—that no British Premier could come to a satisfactory settlement with Poincare—he has kept the thought to himself. That there is now renewed hope of common ground being reached by the British and French is evident enough, and unless that hope is justified this summer there will be "confusion worse confounded." When Britain and France agree and act together the Allies will have begun to win the peace, even as they won the war.

THE MARITIME VIEW.

In the course of the budget debate Mr. R. E. Finn, of Halifax, made a robust presentation of the case of the Maritime Provinces in relation to the Government railway system and some matters of Government taxation policy. Mr. Finn expresses confidence that under Sir Henry Thornton's management a better state of affairs as regards the Maritimes will be brought about, and he points to some definite improvements already in the case of Halifax, which received considerably more freight last winter than during the previous year; but he points out that a much greater expansion of business in this part of the country is not only necessary but quite natural under a sound Canadian national transportation policy.

Mr. Finn suggests that if it is impossible to persuade shippers of Canadian products to use Canadian ports the people of these provinces may be compelled to ask the Government to

place an export duty on goods going to the United States. It will be hoped that the day will never come when such an expedient will be unavoidable, but that the Government and the public railway system together will develop a transportation policy giving to the Maritime harbors the volume of traffic which should pass through them, particularly during the winter, because of the great advantages they offer for such traffic and also because the railways which are Canadian property should serve Canadian ports first. In the great work of making the National Railway system a paying one it is not necessary to forget, and it is not right to forget, that such an improvement cannot properly involve the building up of alien ports at the expense of the home ports owned by the people who, after all, own the National Railway system.

It is Mr. Finn's idea that some of the discrimination in freight rates against Maritime industries which now exist will be removed when the Maritime case has been firmly and properly presented, and he asks that these provinces receive at least the same advantage by which the West has profited under the Crow's Nest Pass Agreement.

Mr. Finn's speech is one more contribution to the Maritime case in the House of Commons, and it naturally suggests a movement towards further concerted Maritime action in securing the betterment of conditions so far as improvement lies within the power of the administration of the day and of the C. N. R.

BUYING OUR OWN.

In discussing the rapidly with which the recent C. P. R. loan was taken up, the Victoria Colonist says a happy omen of Canada's growth is the growing evidence of its increased financial self-reliance. "There is less necessity now," it says, "than there ever was to go to other countries to seek loans or share subscriptions. The C. P. R. has preprocured to the full the trust which the people of Canada have placed in its management. It has kept faith in its business and industrial undertakings, a reason that insures it can make its bond and stock issues within the country with the fullest confidence."

It is quite true that Canada has acquired of late years a very marked increase of financial self-reliance. Before the war the custom was to borrow heavily in Great Britain for many purposes, and it was then a sort of settled conviction that there was no other method by which we could even develop our natural resources. The war sharply shut off that source of money supply, and this country began to absorb, readily and with the utmost confidence, its heavy war loans. Following that Canadians began to buy provincial, civic and industrial securities to a much greater extent, and with a much better understanding of the soundness and possibilities of Canadian enterprises.

The change has brought some admirable results. It shows a much greater faith in the country on the part of its own people, not to speak of the tremendous amount paid out yearly at home in interest, which money under the old practice went out of the country. Kept here it is set to work, and it reaches the home pocket. It helps greatly to tone up the whole national system.

INDUSTRY HELPS ALL ROUND.

There is too little understanding, particularly when tariff matters are under discussion, as to how industrial and agricultural interests help each other, how success in the industries helps the rural districts, just as a healthy agriculture in turn helps the cities, gives the industries a larger home market for their products, and has a direct beneficial effect upon general prosperity.

Recent reports from Sydney tell of an increasing demand for farm lands in the vicinity of that and adjoining colliery towns, and this renewed activity in the local real estate market is attributed to the continued steady employment provided by the coal and steel industries of Cape Breton.

In this The Financial Post finds an illustration of the benefits which a prosperous industry radiates in all directions. It says: "Steady employment at good wages means a demand for foodstuffs and manufactured goods. The farmer shares in the business created as well as the manufacturer, the importer and the retailer. And, as noted in the Sydney district, the farmer not only finds a wider demand for his products at better prices but the value of farm lands is also enhanced in keeping with profits."

"The development of Canada's resources—minerals, pulpwood, timber, etc.—leads to the employment of labor at good wages and the farmer shares in the benefits. Also the farmer likewise shares in the prosperity created by the spending of the wages of labor in manufacturing industries in the cities, although this is not appreciated as in the case of the mines,

steel mills, pulp plants, etc., where a considerable portion of the money distributed in wages gets directly back to the producer of foodstuffs."

The old Court House is to be restored. It will not meet all requirements, but the Municipal Council is doubtless looking to economy, and feels, besides, that there has been too much delay already. It is a compromise decision, but at least it will meet the views of those who bitterly opposed either a new and larger building or any alterations which would change the appearance of the historic structure. There will be more light on the subject when the cost of restoration is known definitely.

A big new hotel will canvas for business for St. John in thousands of places, near and far. Its opening will mark a new page in tourist travel this way, and in business travel. It will be both an advertiser and a salesman. The citizens who back up the work of those who are bringing the hotel to St. John will be doing a good day's work for themselves and for the community. What was Quebec before the Frontenac, or St. Andrews before the Algonquin?

The Baldwin want of confidence motion met expected defeat yesterday in the British Commons. One result is to draw the line between the parties more sharply on the fiscal issue. Another will be to speed up a reciprocal tariff arrangement between Canada and Australia.

Press Comment

THE DEFINITE OBJECTIVE.

(Vancouver Sun.)
The only reason a political machine is more powerful than the people is because it knows what it wants.

A NEW MAY DAY SPIRIT.

(Kingston Whig.)
There is something hopeful in this new May Day spirit. It is like the dawning of a new day when the Socialists who have for years been seeking every opportunity to wage war with the capitalist classes forget their enmities and hatreds and put forward a plea for universal peace. May this spirit continue to grow, not only among those who follow the leaders who propounded it, but in all classes, races and creeds of mankind, so that it may eventually become the great motive power which rules the destinies of the world.

GRAY'S CHURCH IN DANGER.

(Toronto Globe.)
Stoke Poges Church, famous among the English-speaking people of the world as the resting place of Gray, and the adjoining churchyard, traditional scene of the "Elegy," are in only 20 miles distant, and buildings are already encroaching upon the meadow, while the church, especially the once "ivy-mantled" tower, is sadly in need of repair.

The meadow, outside of the churchyard, occupies about 13 acres. Half of this has been bought through the generosity of local residents, and it is hoped to acquire the remainder by a wider appeal. Thomas Penn, son of the founder of Pennsylvania, purchased the Manor at Stoke in 1760, and in the next two generations the Penns made many changes. Among these was a curious private entrance into the church from the old house and a great square pew under the tower. The windows made by Thomas Penn have had to be built in to strengthen the tower and the old ones were so that the tower may stand as it was originally before he altered it to make the pew. It is estimated that \$26,000 will be required for both of these purposes. But Stoke Poges is still a small country parish with limited financial resources, and the rector and church wardens are appealing for assistance to English-speaking people wherever they may be to preserve church and churchyard, famous alike for beauty and for literary and historical associations.

GOLD DUST

For General Cleaning Purposes
USE Gold Dust outdoors as well as indoors. Windows, woodwork, porches and floors kept spotless with little trouble. Anything that can be cleaned with soap and water can be cleaned more easily and thoroughly with Gold Dust.



TIME CHANGES ON MAY 18TH

Will Go Into Effect On C. N. R. Lines
—Night Train to Halifax Daily Except Sunday—Changes on the Valley Railway.

Changes of time on C. N. R. Lines, effective May 18th, affect several of the trains in and out of St. John.

No. 44, leaving at 7:05 a.m., will run as far as Moncton, connecting there with the Maritime Express for Halifax, and at Sackville with train No. 42, leaving there at 1:10 p.m. for Tormentine—making the P. E. I. first steamer connection.

No. 23, the Sussex train, will leave Sussex at 5:45 a.m. (Atlantic Time) and arrive in St. John at 7:45 a.m. No. 24 will leave for Sussex at 4:15 p.m. and reach Sussex at 6:15 p.m. Suburbans for Hampton will leave at 11:20 a.m. and 5:15 p.m. Suburbans will leave Hampton at 12:35 p.m. and 6:35 p.m. for St. John.

All trains, including suburbans, will operate on Atlantic Time, as per time table.

No. 10 will leave at 10:25 p.m. for Halifax, daily except Sunday and will leave the suburban work between St. John and Hampton, replacing No. 136 suburban. Under the new schedule No. 10 will arrive in Truro at 8:40 a.m., and will leave at 9:20 a.m. for Halifax, arriving at 11:50 a.m.

No. 9, night train from Halifax, will leave Halifax at 8 p.m. daily except Saturday for St. John, arriving here at 6:40 a.m., daily except Sunday. No. 9 will do the suburban work from Hampton to St. John, replacing suburban No. 131.

Afternoon connections for Prince Edward Island will be made by No. 14 train, which will leave St. John under new schedule at 12:55 p.m., connecting with No. 40 at Moncton for Cape Tormentine. Cafe parlor car will run between St. John and Tormentine, returning on No. 89 train from Tormentine, and connecting with No. 13 train between Moncton and St. John. There will be no cafe parlor car on No. 43, the evening train from Moncton to St. John.

Trains Nos. 19 and 20 will continue to run between St. John and Springhill Jct. No. 20 will leave here at 6:10 p.m., and make the Maritime Express connection at Moncton for Quebec and Montreal.

On the Valley Railway train No. 45 will leave St. John Station at 2:00 p.m. (Atlantic Time) for Fredericton, arriving there at 5:20 p.m. This train will run through to Newcastle, Fredericton and Loggieville, leaving Fredericton at 7:10 p.m., and afford connection at McDevine Jct. on Monday, Wednesday and Friday evenings with No. 51 train from Moncton for Edmundston and Quebec, carrying the buffet sleeper, arriving in Quebec the day following.

Train No. 27, leaving Loggieville, Chatham and Newcastle in the morning, will arrive in Fredericton at 1 p.m., and connecting train will leave Fredericton at 1:30 p.m., arriving in St. John at 5:10 p.m. There is also connection from Centreville and Woodstock by this train, and with No. 59 at McDevine from Quebec and Edmundston on Monday, Wednesday and Friday. It will thus be seen that St. John has direct connecting service with all parts of the Province better than ever before.

Further particulars regarding all train services will be furnished on enquiry at City Ticket Office, 49 King street, or at Ticket Office, Union Station.

Long Beach, California, is free from taxes due to municipal ownership of oil wells.

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BILIOUSNESS

Sick headache, sour stomach, constipation, easily avoided. An active liver without calomel.

CHAMBERLAIN'S TABLETS
Never sicken or gripe—only 25c.

SHIPS

(The Irish Statesman)

High Spanish galleons, carved, silken-sailed, manned by high adventurers, sailing from Seeking Eldorado; Long Moroccan galleys, rowed by dark Ethiopians, hiding along the rocky coast of Lesbos, lying in wait for the Venetian merchantmen; And little boats, like butterflies on some Italian lake.

These are all gone, the high adventurous days are gone.

The Spanish galleon and the gallant Don.

The seas are charted, Eldorado mapped. Venice is but a tale; and the dark sea has trapped.

The Arab pirate and his swarthy slave into one grave.

The steamship conquers everywhere.

Princes, turn your eyes to the blue sky, for there you see high-pooped Spanish galleons, silken-sailed.

Dark Moroccan galleys, and ferretboats, like butterflies on some Italian lake.

—Margaret Barrington.

IN LIGHTER VEIN.

Something Else

Bashtul Boy—"Sir, Dorothy and I have decided that our happiness is the biggest thing in the world."

Father—"You change your minds so often. Only yesterday you wanted to marry her!"—Answers (London.)

Nightly Programme

Cook—"What are we having tonight, m'm?"

Mistress—"Why, I've just told you: clear soup, fillet of sole, cutlets, cabernet pudding."

Cook—"I meant on the radio, m'm."—Punch.

Light Thoughts

"What be ye thinking of Janet?"

"Nothin' much."

"Why won't ye thinkin' 'ot me?"

"I were."—The Passing Show (London.)

Missing Notebook

An interesting advertisement which appeared in the college paper:

"If the gentleman who took my psychology notes from the clock-rack will return them before exams, no questions will go unanswered."—Colorado Dodo.

CANADA NOT TO BE REPRESENTED MAY 24

(British United Press)

London, May 13—Canada will not be officially represented at the great Empire Day celebration next week at Wembley.

The King and Queen will be there with a huge assembly of notables. The Empire Exhibition on that day will be the official centre of the Empire. The only Canadian touch will be the presence of a small party of Royal Canadian Mounted Police in the guard of honor.

USE THE GAS WAY

In hundreds of homes cooking is a drudgery. Dust, dirt, ashes, labor. Gas does away with all this and it will SAVE YOU MONEY.

How quickly it does the cooking?

What a fine heat it gives on a sharp day?

How it does away with the eternal building of fires?

What it saves in labor, in fuel, in the dumping of ashes—in money?

A turn of the tap and you have it. It is always at your service. When you don't need it, it is not burning your dollars away.

Efficient, certain, dependable, cheap. The most in service for the least money.

And then, of course, if you have thought of these things, perhaps you may have concluded that the cost of a gas range, the installation of pipes, etc., would make it prohibitive.

Such might have been the case in the past. But not so today.

As a Serve The Public industry we have figured out a plan whereby every house in St. John, situated on streets where our gas mains run, may have the very latest in gas service.

We will instal everything and you may purchase it on easy instalments, or rent the entire outfit on a yearly basis.

Our commercial department has it all figured down to the very lowest margin and will be glad to talk it over with you. That's what this department is for—to serve you.

Let our experts figure out your problem.

The Webb Electric Co., M. 2152 91 Germain St.

CANADIAN NATIONAL RAILWAYS

CHANGE IN TRAIN SCHEDULES

Effective May 18, 1924

For Further Particulars Apply to Ticket Agent

Y.W.C.A. DIRECTORS DISCUSS PLANS

Prepare for Closing of Gym and Opening of New Residence.

Preparations for the grand closing entertainment and gymnasium display of the local Y. W. C. A. were discussed at a meeting of the directors yesterday afternoon with Mrs. R. Cruikshank, the vice-president, in the chair.

Details of opening the new residence in King street east and the closing of the cafeteria were presented, and it was decided to sell some of the surplus furniture. Miss Pauline Baird, in her final report of the King street residence, said that there was an average of 12 girls in residence for the month of April. 12 transients were accommodated and 769 meals served. Mrs. A. W. Estey reported on activities of the industrial clubs. The resignation of Miss Alice Rising was received with regret.

It was announced at the meeting that

and chambers containing peculiar formations at Wind Cave, South Dakota.

A puckerless persimmon has been developed.

There are many miles of galleries.

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