

THE EVENING TIMES-STAR, SAINT JOHN, N. B., TUESDAY, OCTOBER 13, 1925

The Evening Times-Star

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FREIGHT RATES.

Mr. F. C. Cornell, the expert engaged to prepare the Maritime case with respect to freight rates for presentation to the Board of Railway Commissioners, has completed his preliminary work with the assistance of a strong committee of Maritime business men and has forwarded to the Commission a statement of the basis of Maritime claims. He and others will appear before the Commission when a date is set and present arguments to substantiate the claims outlined, which are published in The Times-Star today.

The summary in question sets out in brief:

That because of the peculiar geographical position, limited markets, scattered population and nature of its products, the Commission should give special attention to transportation rates to and from the Maritime Provinces in order that we may participate equally in the general growth and prosperity of the Dominion;

That during the construction of the principal railways other than the C. P. R. it was recognized that a rate structure was necessary which would permit the free interchange of products between the Maritime Provinces and Central and Western Canada, and which would also ensure a fair volume of export and import traffic through Maritime ports. This principle was incorporated into the agreements and acts passed by Parliament with reference to the construction and operation of those railways, but has been disregarded;

That the prosperity of the Maritime Provinces depends to a great extent on their ability to market their products, natural and manufactured, in Central and Western Canada;

That the changes in freight rates in the last few years have deprived the Maritimes of the consideration which they formerly enjoyed in this respect, and to which they are justly entitled;

That more favorable rates should be made on east and west-bound traffic on competitive commodities as between the Maritime Provinces and Central and Western Canada;

That on traffic originating in the Maritimes and consigned to points in Central and Western Canada, the added cost of transportation as compared with traffic originating in the Central provinces, should be substantially reduced;

That the rates applied to export and import traffic through Maritime ports be so adjusted as to be no less than the rates on the same traffic passing through other North Atlantic ports to inland points so situated as to permit of competition via North Atlantic ports;

That individual shippers in the Maritime Provinces should be given special consideration in order to allow them to operate successfully.

This is a well-formulated basis of claim, in support of which strong evidence can be presented, and those in charge of the matter, which is recognized everywhere as of vital importance to these provinces, have devoted a great deal of time and energy to the preparation of the case. It is unlikely that the Maritime hearing before the Board of Railway Commissioners will be fixed for some time yet, and the interim will be occupied with further preparatory work.

It will be recalled with interest in this connection that when the Government referred the matter of equalization of freight rates to the Commission by order-in-council, it directed that body to give particular attention to the Maritime claim for restoration of the rate basis formerly enjoyed and, as the Maritimes claim, taken away unjustly, and also to the question of carrying a larger volume of traffic of Canadian origin through Canadian ports. Further, in the judgment delivered in the matter of west-bound rates on grain and flour, the Chief Commissioner laid down the principle that business, industry, traffic in the various provinces must not be stifled by excessive transportation rates, but that such traffic, vital to every section of the country, must be permitted to flow without encountering unreasonable obstacles.

The Maritimes have every faith in the justice of their case. Here, as in relation to other matters of vital concern, they are seeking equality of opportunity as partners in the Canadian Confederation.

Reports from Locarno this morning are increasingly optimistic. It is predicted that before the end of the present week Germany will have agreed to join the League of Nations and a security pact will have been signed. If the event justifies this forecast, Europe will have made the longest step towards lasting peace recorded since the armistice.

Chivalry is not dead in this country. A man rushed into the Winnipeg police station yesterday, with fire in his eye, and told the Chief he understood Mary Queen of Scots was about to be executed. They have a breezy brand of humor out there where the West

begins, and the Chief asked him what he wanted to do about it—behead her? If the stranger had laughed heartily at that point he would have been quite right, but he replied, with gravity befitting his mission, that he did not want to behead her but had come to save her. The Chief, offended because his jest was not appreciated, turned his visitor over to the alienists. So while chivalry is not dead it is under examination as to its sanity, which rather stalls the enterprise.

Premier Rhodes, in setting on foot an investigation of mining conditions in Nova Scotia, is making every effort in the premises to clothe the Royal Commission with knowledge and impartiality. Sir Andrew Rae Duncan, who is to be chairman, is to sail from Great Britain on October 16, and he will have as a technical expert assistant, Mr. W. Amour, of the British Department of Mines. Upon the result of this investigation hangs Nova Scotia's prospect for the industrial peace without which it cannot hope for prosperity.

France has a general strike on its hands, precipitated by the Communists as a protest against the war in Morocco. Outside of Paris, where two men were killed and thirty wounded during yesterday's fighting, the Government says the strike is a failure, largely because foreign workmen have refused to participate, fearing expulsion from France if they stop work. Once before the war, when Paris had trouble of this character, the government of the day took the bull by the horns by calling every man of military age to the colors, regardless of his occupation. That did the trick.

Odds and Ends

Shakespeare and Football
(Ottawa Citizen.)

"He shall have nothing but the penalty,"—Merchant of Venice.

"No, I'll not be your half,"—Love's Labor Lost.

"I fear these stubborn lines lack power to move,"—Love's Labor Lost.

"Hear the shrill whistle that doth order give,"—Henry V.

"My lord, you played once on the university, you say?"—Hamlet.

"I brushed my skin the other day with playing,"—Merry Wives of Windsor.

"Our slaughtered friends, the tactics!"—Henry VI.

"The center is not big enough,"—Winter Tale.

"There's but one down,"—Macbeth.

"He is not big as the ends,"—Love's Labor Lost.

"Passed over to the end,"—Henry VI.

"I should kick,"—Comedy of Errors.

"By grace, like power divine, hath looked upon my passes,"—Measure for Measure.

"I saw him fumble,"—Henry VII.

A Jibe at the Journalist
(Humbert Wolfe in The Spectator.)

You cannot hope to bribe or twist (Thank God!) the British journalist.

But seeing what the man will do unbribed, there's no occasion to.

Motorists.
Go-getter—a man who runs out of gas two miles from a station.—Exchange.

A pedestrian is a man whose wife is using his car.—Life.

If your head bumps the top every three seconds, you are on the right detour.—Pall Mall News.

An authority says that long life may be attained by auto-suggestion. The suggestion not to get in the way of one.—Detroit News.

In Lighter Vein

"Yes," said the beautiful Saint John girl, reflectively, "I married for love, and I'm going to keep right on marrying until I get it."

Additional joy might be put into life if the railroad companies would get their train announcers to take a few lessons from the gentlemen who do the announcing at the radio broadcasting stations.

The Chinese language has 15,000 words and they all sound alike to us.

Golf is becoming so expensive that presently only bricklayers who don't need the exercise, will be able to afford it.

He (having just kissed her)—"Ah! That was indeed a triumph of mind over matter!"
She—"Yes, I didn't mind, because you didn't matter."

Gladys, the stenographer, says: "The key to opportunity isn't found on the keyboard of a typewriter."
"Doc," Spangler says blackberry sauce is excellent for marking linen. It is very plain and durable.

"I put an ad in the paper asking for a wife."

"Any answers?"
"Any? The first day I got four hundred and two from men asking me to take them."

A BUSY MAN

If you want to get a favor done by some obliging friend, And want a promise safe and sure On which you may depend, Don't go to him who always has much leisure time to plan, But, if you want your favor done, Just ask the busy man.

A man went into Cohen's book store and asked: "Have you a copy of 'Who's Who and What's What,' by Jerome K. Jerome?"
Cohen replied: "No sir, but we got 'Who's Who and What's He Got.'"

First Lady—"And then she comes hup an' she swipes me one right across the face!"

Second Lady—"Lor, now! Did she 'ut yer'?"
First Lady—"Oh, it weren't that hot I objected to so much—it were the blinking familiarity!"—Galsworthy.

Lady to Clerk—"I want an indecent marriage—one of the perverted ones."—Tatler.

"Every modern girl should have a chapbook," says a writer in a morning paper. We would go further, and recommend three chapbooks, working in eight-hour shifts.—Punch.

SUNSHINE SPELLS

By DR. W. F. THOMSON.

I'll tell you, Old Times, All their trouble begins When people pick pimples With poisonous pins.

When the window's down the doctor's up.

And another slough of despond is where mosquitoes breed.

Being grouchy's just a token of some law of Nature broken.

There was a foolish driver And he drove a little truck; He tried to make the crossing But he hadn't any luck.

Three kinds of cake; ginger-cake, jelly-cake, stumpy-cake.

The hospitals are crowded with poor judges of liquor and distance.

Other Views

THE FARMER'S DEMANDS.

(Le Bulletin des Agriculteurs.)

It is not for the pleasure of lending their support to this or that political party that the farmers are fighting for a policy of protection sufficiently high to assure them the first place in the Canadian market, or, at the very least, to assure the country higher revenues, thus permitting the reduction of the taxes which are such a burden to the Canadian taxpayer. They demand more protection very simply because they find themselves under the necessity, the strict necessity, of increasing their purchasing power.

TRANSPORTATION PROBLEM.

(Quebec Action Catholique.)

It is high time we knew why we have been deprived of reasonable railway rates, and why those rates have not been restored, why our merchant marine lies at anchor, why our transcontinental lines are in need of traffic and why we let two-thirds of our grain pass through the United States, where it is easy enough to mix it with American grain of inferior quality.

EVACUATION OF RHINELAND.

(Berlin Germania, Cath.)

The real crux of the problem lies in the difficulty of winning over the French people to the idea of changing the situation. The fact that the "man in the street" is not ready for any sudden change in the regime of occupation lays on the French officials duties which are all the more pressing towards the preparation of public opinion.

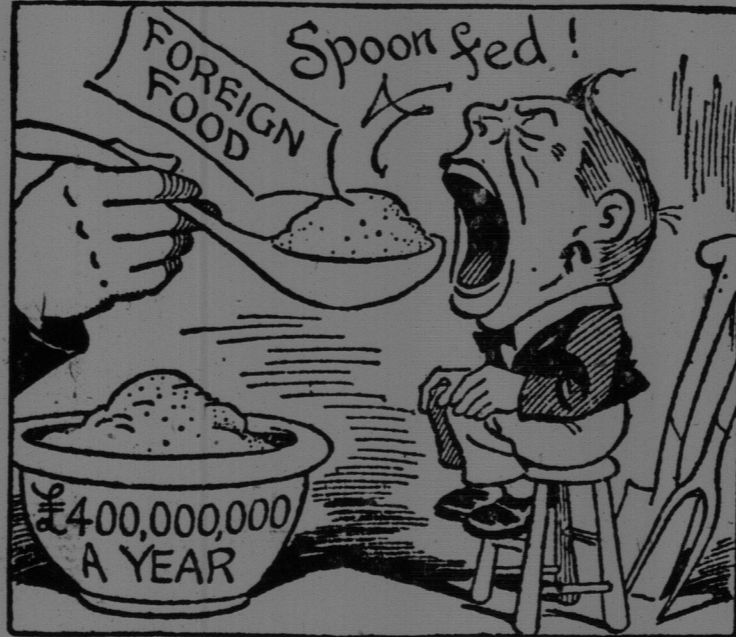
Political circles in France should appreciate the fact that an "honest pact" with Britain and Germany would be vastly more useful to France than a military alliance with Poland and Czechoslovakia.

THE BEAR AND THE EAGLE.

(Cranow Czka.)

The test of our future relations with Germany is the question of Russo-German relations. The Treaty of Rapallo, and, above all, the secret military clauses of that treaty, cannot be reconciled with a loyal and straightforward participation in the work of the League of Nations. The basis of the Russo-German entente lies in the hope that, despite everything, they will succeed in establishing the ancient frontier as it used to exist between Germany and Russia.

John Bull's Dilemma



"Our men and lands both idle stand, while other nations feed us."
—From John Bull of London.

The Best of Advice

—BY CLARK KINNAIRD

WE GO.

Time goes, you say? Ah no! Alas, Time stays, we go; Or else, were this not so, What need to chain the hours, For Youth were always ours? Time goes, you say,—ah no!

Ours is the eyes' deceit Of men whose flying feet Lead through some landscape low; We pass, and think we see The earth's fixed surface flee— Alas, Time stays,—we go!

THESE lines by Austin Dobson, Englishman, brought before Lord Taft a picture which fairly speedily transformed into a colossal work of sculpture. His hand transformed it from fancy to the reality, his famous "Fountain of Time" situated at the Washington park end of the Chicago boulevard known as the Midway. It is one of the magnificent, but neglected (by visitors, save Europeans) sights of Chicago, more expressive and articulate than many volumes of philosophy.

TIME is represented here not as a flying figure, but as something still and perpetual, a rugged, mysterious shape, standing apart from and reviewing a procession of humanity which combines into a series of waves, "rising and falling in eternal motion from unknown to unknown."

Poems That Live

COME, REST IN THIS BOSOM.

Come, rest in this bosom, my own stricken deer, Though the herd have fled thee, thy home is still here; Here still is the smile that no cloud can o'ercast, And a heart and a hand all thy own to the last.

Oh, what was love made for, if 'tis not the same Through joy and through sorrow, through glory and shame? I know not, I ask not, if guilt's in that heart, I but know that I love thee, whatever thou art.

Thou hast called me thy angel in moments of bliss, And thy angel I'll be 'mid the horrors of this, Through the furnace, unshrinking, thy steps to pursue, And shield thee, and save thee—or perish thou art.

—Thomas Moore.

Who's Who IN THE DAY'S NEWS

SIR WILLIAM PRYKE.

LONDON has elected its new Lord Mayor for the year beginning November 9. He is Sir William Robert Pryke, a leading iron and hardware merchant, who is seventy-eight years old, and has been an alderman for almost fifty years.

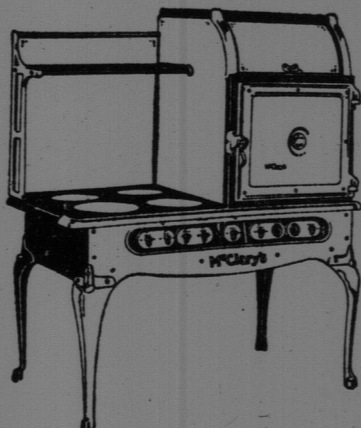
Sir William received his title for services as sheriff. Only the wealthy can afford to hold the office since a great deal of enter-

taining must be done and the incumbent frequently has to dig down in his own pocket to help defray the expenses.

The Lord Mayor has numerous duties. He is ex-officio a general, an admiral, a Supreme Court judge with powers of life and death even if he has no legal training, and a member of the Privy Council, entitled to wear the robes of an earl, with a precedence pertaining to that rank. He is addressed as "My Lord" and his wife as "My Lady." He has his chamberlain, his chamberlain, his sword bearer, his gentleman-in-waiting, his marshals and even his own official executioner, whose office in these modern times is, however, a sinecure.

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Plaster Casts Made French Sculptor Famous

INSTEAD of having their photographs taken, some women are having masks made of their faces in the studio of Mr. Charles Herman, the French sculptor. He has made over 16,000 of them.

When Mr. Herman was a little boy, he related, he played about in the Parisian workshop of Rodin, the famous sculptor. The first mask he ever made was of the face of the little girl who came to clean the tools. Rodin inspired him to make a figure of Christ, which has brought him fame. This was a life-size representation of the Saviour, modelled as the sculptor imagined He would have looked five minutes before the crucifixion.

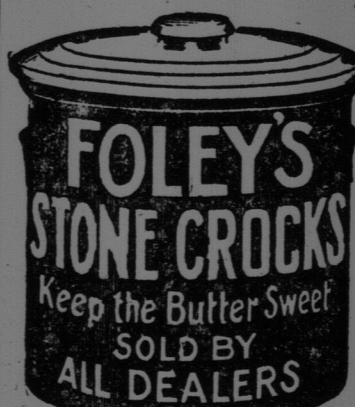
"In London," he said, "this figure was seen by several South Americans, who prophesied that if I took it to Buenos Ayres I would be a millionaire in two months! But I never got there. I showed my figure all over Brazil. It became famous, and I couldn't get away. I worked in bronze and marble as well as in plaster and petrified rubber. In the fighting during the revolution over there, my five buildings took fire and 10,000 of my figures, including the one of Christ, were destroyed."

In his early days Mr. Herman made several masks of List, and one of Richard Wagner, which he still treasures. One of the latest celebrities to have a mask made of their features is Miss Beatrice Lillie (Lady Peel).

"The process I have invented for making the masks," he confided, "resembles face massage. I have a mixture of gypsum, chloride of calcium, and ether over the face, and when I am at work I continue to talk so that my clients forget their surroundings and look natural. Afterwards I lay on the plaster and melt off the first mixture. I can then make as many copies of the face as I wish in a special kind of Brazilian wax."

Dinner Stories

A German working in a shipyard shouted to a boy helper to bring him a peevish. The boy started out for the tool shed, but being doubtful as to the nature of the tool he was going after, he turned back to ask the German just



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