

THE EVENING TIMES-STAR, ST. JOHN, N. B., THURSDAY, SEPTEMBER 18, 1924

The Evening Times-Star

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ST. JOHN, N. B., SEPTEMBER 18, 1924

THREE IMPORTANT APPOINTMENTS.

The news of the appointment of Hon. H. A. McKinnon, Chief Justice of the King's Bench of the New Brunswick Court, as Chairman of the Board of Railway Commissioners for Canada, will be received in this province with some surprise and much satisfaction. It was almost too much to hope that another leading lawyer and judge from New Brunswick would be selected to succeed Hon. F. B. Carvell, who held the office for about five years. Some years ago another New Brunswicker, Hon. A. G. Blair, was the first Chairman of the Railway Commission, and the manner in which he and Hon. Mr. Carvell carried on the duties of that high office appealed to the fair judgment of Canadians and set an example to those who succeeded and to the present Chairman-elect. No one doubts for a moment but that the ability and keen sense of justice that have characterized Mr. Justice McKinnon as a member of the Supreme Court of this province will be with him when he takes the chair of his new court at Ottawa. There are vitally important questions to be heard by the Railway Commission and it will tax the endurance and the diligence of every member to fairly consider the evidence that is brought before them and give decisions that will be in the best interests of all the people. The future of Canada is to a great extent in the hands of the future of its transportation systems. Since the war so much has depended upon freight charges that dissatisfaction has spread from one section of the country to another over what the people consider to be discrimination on the one hand and on the other perhaps wrong interpretation of the railway acts passed by Parliament. The Board of Railway Commissioners and Parliament must act together in order to solve the problems that confront them. There will be unreasonable demands from politicians in many quarters and every possible effort will be brought to bear to make decision more favorable to certain districts. But, knowing the new Chairman as the people of New Brunswick do, they at least can assure the rest of Canada that nothing but justice will prevail with the chief of the Railway Board.

The congratulations of everyone will be tendered to Chief Justice McKinnon upon his promotion, for undoubtedly it is a signal promotion to be chosen as head of the most important commission in Canada. At the same time he will require the sympathy that can be extended to him. His difficulties will be great and the work before him of such an arduous character that he will require not only steadfastness and ability but an iron constitution.

Two other appointments made by the Dominion Government, namely the promotion of Mr. Justice Anglin of the Federal Supreme Court to be Chief Justice of that body, and of Mr. Matthew Lodge of Montreal as a member of the Directorate of the Canadian National Railways, are not so keenly interested in, although they reflect much credit upon this part of Canada. Mr. Lodge's appointment cannot be called political, for during the years he has been more or less in the public eye in part in politics. It has been taken no part in politics. It was difficult to know when Mr. Lodge used to attend the sessions of the Legislature somewhat regularly, and was jocularly known as "the forty-ninth member," as to whether he favored the Government or the Opposition. It was a sort of a motto with him to be good friends with everybody and for once such an attitude has been rewarded by the decision of the Liberal Government at Ottawa to appoint him to the Railway Directorate. Mr. Lodge has been a man of affairs, knows many of the industries of New Brunswick, perhaps as well or better than any other man who might have been selected, and will bring a ripe judgment and well-trained mind to bear upon the railway situation in so far as it affects not only the Maritime Provinces but all of Canada.

The new Chief Justice of Canada is a son of New Brunswick. He was born in this province and his father before him occupied an outstanding position as a journalist and politician. In addition to being editor of The Freeman in former days in St. John, Timothy Warren Anglin represented the County of Gloucester in the House of Commons and was Speaker of that assembly for some time. The present Chief Justice is one of his sons and obtained the earliest part of his education in this province. Ontario has claimed him for many years and his legal reputation was made at the bar of that province. The fact that a Maritime Province man was a former Chief Justice, namely Sir Louis Davies of Prince Edward Island, could not have possibly influenced the Government to consider Mr. Justice Anglin a light and affect his preference, but the Maritime Provinces must probably console themselves by the fact

that, while there is no judge from their confines on the Federal Supreme Court, another New Brunswicker has been chosen as Chairman of the Railway Board. There are many still in this province who remember affectionately the Anglins, who took such a notable part in our affairs at one time, and the promotion of the present Chief Justice will afford them as well as everybody else much satisfaction.

MARITIME INTERESTS.

There was some doubt before the Maritime Board of Trade met this week in Kentville as to the relative status of the Board and the Maritime Development Association. The latter had not begun to function, it is true, but all it lacked was funds and in the event of these being made available there was the question whether two organizations operating along somewhat similar lines could both survive. The Maritime Board believes they can do so. It has reiterated its plea for Federal and Provincial Government support for the association and has elected officers and will continue itself to carry on.

On motion of President George E. Barbour of the St. John Board, the executive will, during the next year, consider fully the proper functions of the Maritime Board and how it can best serve the interests of the provinces. The view expressed at the convention was that the Board can act in an advisory capacity, while the Maritime Development Association will be a working organization with definite aims and the machinery to get results.

It was also declared that, once the association is put upon its feet financially, and begins its work, it will be supported by the business and transportation interests and further government aid will not be necessary. It may be hoped the necessary aid to establish the work will be provided. It is also to be hoped the Maritime Board will be able to get more local boards to affiliate and that it may become a more effective agent to promote Maritime unity and advance Maritime interests.

It would be unfortunate if any organization capable of acting as such an agency should be dissolved. The Maritimes never needed co-operation so much as now.

The Maritime Board has adopted important resolutions, as this session is in the interests of the Maritime trade and maritime ports. It has enabled the public to read reports of some very able addresses by outstanding men on matters relating to Maritime development.

Since the executive will hereafter meet quarterly and keep the interest alive throughout the year next year's sessions at Charlottetown should mark a still further advance in its work.

It is most important that the Halifax Board should affiliate, since that Board was active in the original organization.

CONDITIONS IN RUSSIA.

Germany seems to be somewhat worried over conditions in Russia. Everybody who has studied conditions in these two countries carefully has felt for some time that Berlin proposes to take any advantage possible of Russia regarding a part of her former prosperity, but now, according to a high German diplomatic envoy to Moscow, Russia faces the worse famine in her history and his report paints a terrible picture of conditions which the Soviet Government is making strenuous efforts to conceal from the world. Wide territories are again being devastated by hunger, death and disease, the appalling sufferings of the inhabitants almost defying description. Hundreds of thousands of peasants who have been menaced by famine since 1920 are leaving their homes to wander they know not whither, searching for bread they cannot find. Their path is strewn with dead horses and cattle, fallen because there is nothing to feed them, while gruesome heaps of human bones tell the fate of their owners.

"Horrible news reaches us," concludes the report, "of disease, cannibalism and death, stories of a nature barely comprehensible to the cultured world. East Siberia, the North Caucasus, Southeast Russia, German colonies of the Volga, certain parts of Ukraine and part of the northern provinces are already invaded by the famine."

Every day new famine zones are added to the list.

"It is increasingly apparent that all Soviet efforts to gloss over the truth of the situation are absolute distortions. Wheat prices, even before the new harvest, have risen 140 per cent. since the end of July. Simultaneously the price of meat fell, and the quality deteriorated because the farmers sold at any price in trying to lay in a stock of flour."

"Russia is laboring beneath a burden of economic depression which is catastrophic, and the issue of which cannot be foreseen because the real causes of depression lie in the utter ruin of the basis of the whole economic fabric."

IN LIGHTER VEIN.

An Oversight.

Lady (visiting prison)—And how did you come to be put in here, my good man?

"I'm unlucky," declared the imprisoned wood alcohol vendor, who was in a confidential mood. "One of my customers didn't go blind, and he identified me." — American Legion Weekly.

Fatal Mistake.

Wife—The servant has thrown up her position because you were so rude to her on the telephone.

Husband—Oh, I thought I was talking to you.—Kasper (Stockholm).

Raising the Ante.

She—A penny for your thoughts, Mr. Stately—I was thinking of going.

Her Father (at head of stairs)—Give him half a dollar, Viola—it's worth it.—Tic-Bits (London).

No Matter.

Guide—In this room the earl was murdered.

Visitor—But you told us that in quite a different room last year.

Guide—Yes, but that one is being repaired now.

Suggestion.

The man seated himself in a restaurant and made a long study of the menu.

"Walter," he said at length, "I have only two shillings. What would you suggest?"

The waiter removed the menu before adding: "Another restaurant."—Passing Show.

Opium Smokers May Be Put On Rations

Singapore, Sept. 18.—The use of prepared opium in Malaya has diminished in recent years, and its eventual elimination depends on individual control, says the report of a committee appointed to enquire into the matter. It is stated that registration of smokers should be given an exhaustive trial leading up to a rationing system.

The committee expresses gratification "in finding that the disease is not so desperate as to demand desperate remedies," and adds that precipitate suppression affords no solution and would introduce complications in the ultimate eradication of the habit.

LAST TRIP SUNDAY

TRAIN SEPT. 21

C. N. R. trains Nos. 49 and 50 between St. John and Moncton will make the last trip of the season next Sunday, Sept. 21st.

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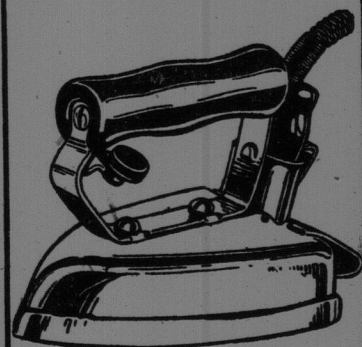
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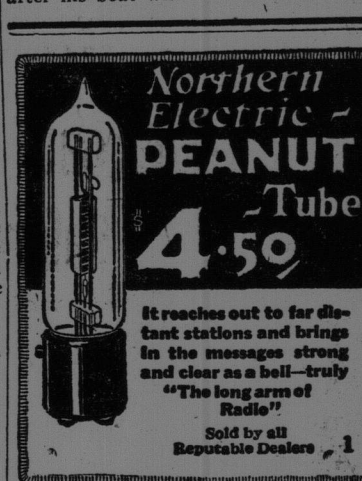


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N. S. Apple Crop 65 Per Cent. Lower

G. H. Vroom, of Middleton, N. S., district fruit commissioner, said last night that the apple crop in Nova Scotia will total about 1,250,000 barrels, or approximately 65 per cent. of last year's crop. In some sections there was considerable spot although the fruit was clean in the larger portion of the province this year. This spring about 75,000 new trees were planted. Mr. Vroom, who also recently toured the potato fields of New Brunswick, said that there were between 40,000 and 50,000 acres planted and the yield would average at least 100 barrels per acre. Mr. Vroom, accompanied by G. E. McIntosh, of Ottawa, fruit commissioner with the Dominion Department of Agriculture, left this morning for a tour of Prince Edward Island.

OPENS FOR SEASON.

The Carmarthen street Methodist Young People's League reopened for the season last evening with Miss Alma Roberts, the new president, in the chair. There was a good programme and a splendid attendance. Rev. A. D. McLeod, the new pastor, was cordially welcomed by the young people, who listened with pleasure to his address. They were also much pleased to have a short address from Charles Styles, president of the United Methodist League of St. John, and a former president of the Carmarthen street league. Miss Gladys Styles, past president, was also present and played for the meeting. After the programme was concluded refreshments were served.

Shooting Trips These Days!

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The Canadian Pacific Railway and The Canadian People

IN order that the people of Canada may have a clear understanding of the relation of the Canadian Pacific to the national interest and to the interest of the people individually, we have chosen the press of Canada as the medium through which to make a series of statements in which will be frankly told the story of the beginning and development of the road, and its services to Canada.

We believe the people of Canada will be interested in these statements. We believe when the people of Canada know and understand the relation of the Canadian Pacific to the country that the company will continue to receive its due measure of esteem and public confidence. The Canadian Pacific frankly desires this esteem and confidence because it is good business for a great corporation to be on terms of good will with its customers—the public.

Canada and the Canadian Pacific Railway must continue together the work of nation-building that was begun the day the C.P.R. commenced to fling its steel rails from coast to coast. This co-operation has been in the nature of a great partnership for the advancement of mutual interests.

It is one of the proudest pages of Canadian Pacific history that no government, no province, no community has ever lost a dollar through this national partnership. The record of the railway for forty years reveals one unbroken course of constructive achievement.

The creed of the Canadian Pacific has been to carry its own burdens, and to proceed with cautious and well-measured plans for the steady, forward march of its own and the national progress. Exploitation is unknown in its annals, despite the tremendous difficulties of financing in the lean eighties. For every dollar received from the nation, the Canadian Pacific has contributed an abundant dividend in national progress.

The partnership of mutual advancement must remain unbroken. It must not be weakened nor jeopardized by misunderstanding or lack of knowledge of the facts, so that the Canadian Pacific may continue to do its full share toward the greater development of Canada, as it has so abundantly proven its ability to do in the past.

The Canadian Pacific asks only to be judged by its past record and to be measured only by the service it renders. It makes no appeal for business on grounds

of sentiment, but, confronted by such appeals, it does ask that its national significance, its record as a nation-builder and its world-wide services to Canada, be remembered.

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