

The Evening Times-Star

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ST. JOHN, N. B., JUNE 26, 1924

A CLOSED DOOR.

However well intended, some sentiments expressed by Mr. Willis G. Nash, retiring President of the New York State Bankers' Association, at the annual meeting of that body held in Montreal, will not be very cordially received in this country.

It is a fact that the United States and Canada have had a long and close relationship in the field of trade relations between the United States and Canada. It is a fact that the United States and Canada have had a long and close relationship in the field of trade relations between the United States and Canada.

There is no doubt that this country would like better tariff arrangements with the United States, but if Mr. Nash was speaking of free trade between the United States and Canada, but after all, that is their business. Canada is declared on more than one occasion that she is stoutly opposed to any movement towards the free admission of American manufactured goods to this country in return for a free market for our own products in the United States.

This means that Canadians hold the political integrity of this country, its political independence, Canada makes a tariff based upon Canadian needs, and while there always is in this country some difference of opinion as to the character of the tariff in force, public sentiment has always been strongly against such fiscal changes as would mean the disappearance of Canadian industries.

Coming from a country of high protectionists, there is nothing to prevent Mr. Nash from advising his countrymen, for their own good, to lower their tariff against Canadian products. But he should tell them, or give them the impression, that free trade between Canada and the United States is a possibility, he would be gravely misjudging conditions.

THE WISER COURSE.

The Maritime Province postal workers who declined to go on strike along with those in Toronto and some in one or two other centres are now able to congratulate themselves upon their level-headed course. They read that in Montreal, where many workers went out, apparently confident that their fight against the Government, and incidentally against the public, would soon be successful, the jobless men are now very earnestly asking that they may be permitted to have their old positions back, and with not very much hope that their petition will be granted.

Such a strike could not succeed, and the Maritime Province postal men, and others throughout Canada who remained at work under rather trying circumstances, not only have their jobs but have risen in public estimation. It was a great mistake to try to hold up the Government by threatening to paralyze the postal business of the

whole country, and those who actually tried to do so are now in a very unfortunate position; yet clearly they brought the trouble upon themselves.

BETTER BUSINESS.

Canada's wheat exports to the United States during May were double those for the same period last year, notwithstanding American confidence that the increase of the duty to forty-two cents a bushel would shut out our grain.

During last month Canada exported 1,067,000 barrels of flour—a new May record. This is greater by 108,000 barrels than the exports during April. The highest mark ever reached was in December, 1922, when 1,462,651 barrels were exported.

At present the outlook for Canada's grain crop is considerably better than that in the United States and in other countries with which our farmers compete, and the Financial Post regards this as a most favorable feature in the Canadian business outlook, saying that the continuance of this set of conditions would result in a highly advantageous situation for the Canadian grain producer and consequently for Canadian business at large.

There is another development which the Post says is adding many millions annually to the national income, and this is the manufacture within Canada of a rapidly increasing proportion of our natural resources. Some years ago our nickel and asbestos were sent out of the country for the treating and manufacturing process. This is no longer the case. Canada this year has treated in its own smelters four times the quantity of one that was treated last year. In 1923 Canadian nickel production amounted to 17,355,000 pounds, while in 1923 the total was 22,087,000 pounds, and while the price declined, the export value of the last year's output is \$183,000,000 as compared with about one-third of that amount the year before.

There is a similar advance in the case of asbestos, and the Post says that many other examples could be cited of the increasing manufacture of our raw materials within the country, with a consequent increase in our national income.

A SAFETY PLEDGE.

The Board of Trade of Buffalo is supplying free to motor car owners a new sort of emblem, which is to be wired to the radiators of cars. It is a "safe driver's" pledge, containing the following:

"I will study and obey all local and state traffic laws.
 "I will at all times drive with extreme care, realizing that accidents occur at unexpected moments.
 "I will be especially watchful in approaching a group of children at play, and will obey the school police.
 "I will keep my car in good mechanical condition, with special attention to the brakes.
 "I will signal to following drivers my intention to stop or turn."

This is but one small feature of the nation-wide campaign against preventable motor car accidents. That campaign is more than ever necessary both in the United States and Canada, because the number of cars increases tremendously, causing greater traffic congestion and more and more danger. Traffic perils multiply.

The safe driver's pledge ought not to be necessary, yet it is vitally so. Not a day passes in St. John but one sees examples of careless or reckless driving even in the principal streets. At night, both in the city and on suburban roads, speeding is far too common. A very great majority of those using motor cars show due care for their own lives and those of others, but there is a dangerous minority whose disregard for the ordinary rules of safety is a constant menace.

St. John's debt of honor—the raising of the \$6,000 still required to erect the

War Memorial—should be quickly paid. Many have given generously according to their means, but a glance at the list published yesterday shows how many more there are who should welcome the opportunity to add their contributions and gladly share in the privilege of assisting in keeping forever green the memory of those who so gloriously lived up to the noblest traditions we cherish.

The New York World, which advocates the nomination of Governor Smith of New York, tells the Democratic convention that if the party wishes to spend its time between now and election day in defending its candidate, it had better select Mr. McAdoo. Dark horses are beginning to crowd the track. One of the least advertised yet most promising is Mr. Mr. John W. Davis of West Virginia, formerly Ambassador to Great Britain.

Press Comment

BRITAIN AND HER DEBTS.
 (Ottawa Citizen.)

Last week Britain handed over another instalment of the debt to the United States and secured the treasury of our neighbor to the extent of \$80,000,000. It is a big sum for a people already among the most heavily indebted in the world. But the British taxpayer is grinning and bearing it and no one, from premier to humblest peasant, has suggested that it be not paid.

It is a characteristic British way. When Lloyd George recently criticized Stanley Baldwin for making a bad bargain on the war debt issue with the United States, it was Ramsay MacDonald who said the settlement must be accepted as final. It was probably Stanley Baldwin's British habit of wanting to do the gentlemanly thing which resulted in the arrangement made. To him a debt is a debt, and moral as well as financial considerations entered into the bargain, no matter how painful it might prove to be.

President Coolidge recently paid a graceful tribute to Britain and the Empire in discussing the debt agreement between Britain and America. In his Lincoln Day speech, he said: "It demonstrated the determination of a great empire faithfully to discharge its international obligations. In this respect it was much more than a financial transaction; it was an exhibition of the highest type of international honor. It showed that the high standards of the world were going to be maintained."

In this connection it is interesting to note the attitude of France on the matter of international debt obligations. Of course, no one suggests that France is lacking in honor to her neighbors. It is simply the Gallic way of doing things. France, a few months ago loaned Poland, Rumania and Jugoslavia \$80,000,000 francs (about \$50,000,000) on the understanding that the money is spent in armaments in France. In his Lincoln Day speech, he said: "It demonstrated the determination of a great empire faithfully to discharge its international obligations. In this respect it was much more than a financial transaction; it was an exhibition of the highest type of international honor. It showed that the high standards of the world were going to be maintained."

But quite another version is given in a narrative which was written by Louis Riel himself and is published by Mr. A. H. de Meillon of Winnipeg in The Canadian Historical Review. The manuscript, which was in the possession of Joseph Riel, died at St. Vital on May 27, 1921, has never been published heretofore, and it gives a clear idea of what went on in Riel's mind while his forces were drawing near. Riel claims to have known for some time that Wolsley was on the way, and describes a reconnoitering expedition which set out on the night of the 23rd. He and four horsemen moved toward Wolsley's camp by the west shore of Lake Red River, while O'Donoghue with two horsemen went by the east shore to see whether there were any movements in that direction.

At last we sighted the glimmers of the fires; we pushed on far enough to distinguish the fires themselves, but it was evident we were approaching the sentries' lines and the outposts, and not caring to fall into their hands we fell back. Next morning after breakfast William Fraser, one of his followers, came to the fort and Riel asked if he had seen the troops. Fraser replied that he had not. There the manuscript ends abruptly.

No Wonder
 Professor—"A fool can ask more questions than a wise man can answer."
 Student—"No wonder so many of us sunk in our examinations."

CUTICURA HEALS SKIN TROUBLE

Eruptions On Shoulders, Neck and Face. Itched and Burned.

"My trouble began with red spots breaking out on my shoulders, neck and face. They itched and burned causing me to scratch and scratch the affected parts. The eruptions scaled over and my clothing aggravated them. My face was disfigured, and the trouble kept getting worse."

"I began using Cuticura Soap and Ointment, and after using three cakes of Cuticura Soap and one and a half boxes of Cuticura Ointment I was completely healed."
 (Signed) Miss Pauline Miller, R. F. D. 4, Quaker City, Ohio, June 15, 1923.

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ARROW
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IN OLD MADRID.

Long years ago, in old Madrid, where softly sighs of love the light guitar. Two sparkling eyes a lattice hid, two eyes as darkly bright as love's own stars!

There on the casement ledge, when day was o'er, a tiny hand was lightly laid:
 A face looked out, as from the river shore there stole a tender serenade:
 Rang the lover's happy song, light and low, from shore to shore,
 But, ah! the river flow'd along between them evermore.

Refrain:
 Come, my love, the stars are shining, time is flying, love is sighing,
 Come, for these a heart is pining, here alone I wait for thee!

Far, far away from old Madrid her love fell, long years ago, for Spain;
 A convent veil those eyes hid, and all the vows that love had sighed were vain—
 But, still between the dusk and night, 'tis said, her white hand opens the lattice wide,
 The faint, sweet echo of that serenade floats weirdly o'er the misty tide:
 Still she lists her lover's song, still he sings upon the shore,
 Though flows a stream than all more strong between them evermore.

IN LIGHTER VEIN.

Away Ahead
 Binks—"You say your son leads his class at college?"
 Rink—"Yes, his racer will do eighty miles an hour."

Qualifications.
 Miss Manchester—"The man who marries me must be bold and brave."
 Mr. Hardfax—"More than that; he must be foolishly and recklessly."

George, You Rascal!
 Ann—"George, I have had news for you. Father is ruined."
 George—"Doesn't surprise me a bit. I knew he'd do everything and anything to prevent our marriage."

An Energetic Retort.
 "My tastes," said the extravagant son, "are inherited."
 "Yes," retorted the angry father, "everything you have is inherited. You haven't gumption enough to acquire even a taste by individual effort."

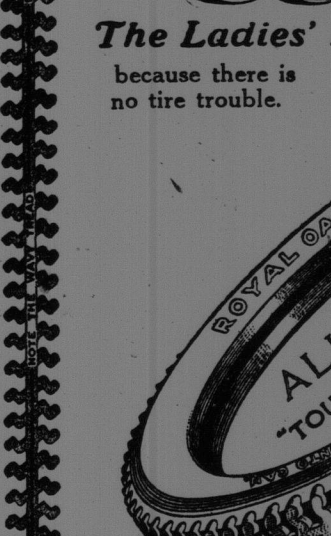
The famous ventriloquist, Arthur Pinno, was once asked to give a special men of his art at an open air charity bazaar. So he took his stand beneath a big chestnut tree and peering up into the branches called out:
 "Young man, what are you doing up there?"
 "Nothin', mister," faltered a childish voice. "I just climbed up here to see the show."

Mr. Pinno was amazed, for of course he hadn't the slightest idea that any one was up the tree. But he was equal to the occasion. He waited for the applause to cease and then said:
 "Will you behave yourself, sonny, if I let you stay up there?"
 "Oh, yes, sir," said a frightened voice. More loud applause.
 "Well, stay there, then, but hold tight!"
 "Yes, sir, I will." Renewed applause.
 "Don't fall!"
 "No, sir."
 Then Mr. Pinno turned and bowed to the audience. It was the most successful exhibition of his career.

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The Ladies' Favorite
 because there is no tire trouble.



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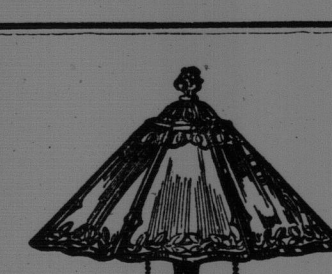
BRITAIN'S BIG AIRSHIPS.

Two British airship projects which have taken definite shape will appeal to the imagination of the English-speaking world. The Imperial Airways, Limited, with a share capital of £1,000,000, headed by Sir Eric Geddes, has made a contract with the British Government (which will be represented on the directorate) to provide aeroplane services immediately with France, Belgium, Holland, Germany, Russia and the Channel Islands, and ultimately with all parts of the British Empire. In consideration of a Government subsidy of £1,000,000, spread over ten years, it undertakes that an average minimum mileage of 1,000,000 shall be flown yearly. It will take over all the existing British air lines now in the cross-Channel business, which last year had a flight mileage of 948,000, and carried thousands of passengers. The London-Berlin service will be linked up with Moscow, which will be brought within 98 hours' journey from London for passengers and goods.

The other scheme, which also has the Government behind it, though it will be directed by private enterprise, provides for an airship service to India as soon as the dirigibles are completed. Two monster lighter-than-air machines of 5,000,000 cubic feet capacity—more than twice the size of the United States dirigible Shenandoah and the ZR-3, being built in Germany—have been designed to carry 200 passengers on a cruising radius of 2,500 miles. They are to be hydrogen filled, with extra precautions against fire.

If the experiment of an airship service to India on a regular schedule succeeds, it will be extended to Australia and eventually to Canada and the other Dominions. Recent accidents, such as the destruction of the R-38 and the ZR-2, gave a setback to the lighter-than-air type of aircraft, but it is coming back into favor. The dirigible has survived the sternest tests. The aeroplane has attained a marvelous degree of safety and efficiency, and the dirigible is expected to have a future seems to be with the dirigible.

Horrible Thought.
 "I hear that that dreadful cynic, Kadey, is losing his mind."
 "Isn't that terrible?"
 "Oh, I don't know. I haven't any sympathy."
 "But suppose some decent fellow should find it?"



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DEAD MAN FOUND
 NEAR RAILROAD

Halifax, June 25—The body of an elderly man, identified as Richard O'Neill, a resident of Portuguese Cove, N. S., was discovered this morning lying on the ground near the railway tracks in the vicinity of the Halifax Shipyards. From the statement of a person who was talking to O'Neill on Saturday, it would appear that death was caused from heart trouble, as he had then complained of acute pains in the region of his heart.

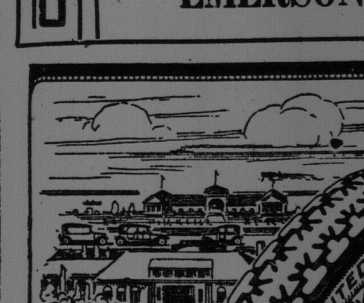
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For particular people—
 Roasted and packed same day in airtight cans

A Big Snap in Alarm Clocks

THE GREATEST VALUE WE'VE EVER OFFERED in an Alarm Clock is our Big Feature for this week. This is, in all probability, A CHANCE YOU'LL NEVER HAVE AGAIN. A handsomely nickel plated alarm clock, a good reliable time-keeper, with powerful gong, at the amazingly low price

\$1.50
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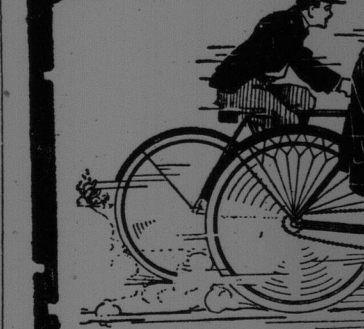


for Recreation Time.

Wherever you go for recreation, you find motor cars, motor cars at the Yacht Club, the Gun Club, the Country Club, the Polo Field, the Ball Game, the Races. The world is on wheels and the wheels of the wisest are on

"GUTTA PERCHA" CORD TIRES

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 Gutta Percha & Rubber, Limited
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The Joyous Years
 From 7 to 15

At the age of seven the boy leaves kindergarten and starts to school. At fifteen he is getting ready to climb into long pants.

The eight years between seven and fifteen are the joyous years of his life. They will pass all too quickly.

Why not help your boy crowd all the enjoyment possible into them?—help make them the memorable, fadeless years of his life.

Like all boys, one of his dearest desires is to possess a real, classy bicycle—a C.C.M. Then he can join in all the boyish games and sports that require a wheel.

How a real boy does love to get out into the open spaces where he has room to let himself loose. How he loves to fly along on his easy-running C.C.M., imagining he is an express train as he coasts down a hill.

And when he comes home happy as a lark, bright-eyed and rosy-

checked, how glad you'll be you got him a C.C.M. Bicycle.

A bicycle is a mighty good thing for a boy or a girl—especially a C.C.M.—with its smooth, easy-running Triplex Hanger, its quick, sure Hercules Coaster Brake, its strong, sturdy frame of English Seamless Tubing that stands the rough and tumble wear of care-free boyhood, the bearings of tough flint-hard steel that a file cannot cut.

Drop in and see the new, dashing, sparkling C.C.M. models for Boys and Girls—including the Curved Bar model, the bicycle a boy won't outgrow. Prices are \$15 to \$20 less than the "peak" prices. A Big Dollar's Value for every dollar you invest in a C.C.M.

C.C.M. JOYCYCLES, too, for the little folks too young for bicycles. Joycycles are high-grade tricycles, built to run as smoothly and easily as C.C.M. Bicycles. They've made a wonderful hit! Just the thing for birthday and other gifts.

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