

The Evening Times-Star

The Evening Times-Star, printed at 25-27 Cent. street, every evening, except on Sundays, by J. D. McKenna Publishing Co., Ltd., J. D. McKenna, Proprietor.

Subscription Price—By mail per year, in Canada, \$5.00; United States, \$6.00; by carrier per year, \$6.00.

The Evening Times-Star has the largest circulation of any evening paper in the Maritime Provinces.

Advertising Representatives—New York, Ingram-Powers, Inc., 25 Madison Ave., Chicago, Ingram-Powers, Inc., 19 South La Salle Street.

The Audit Bureau of Circulation audits the circulation of The Evening Times-Star.

SAINT JOHN, N. B., NOVEMBER 20, 1926.

PORT MUSINGS

WITH the arrival of the C. G. M. M. steamer Canadian Leader, due here today, the port of Saint John will stir from its winter lethargy and awake to its usual winter activity. The scream and roar of its wharf and derrick will cause a welcome disturbance through the night and day hours along the western waterfront. Busy tugs will scurry up and down across the tide, going in quest of, or returning with their over-lading loads. Street cars and ferries, morning and evening, will carry their extra burdens of four and dust-covered sons of toil, their grab-bags hanging from their shoulders. Giant ocean liners will set forth from here to the markets of the world and return with their rich import cargoes. The waiting list at the employment office will dwindle practically to the negligible. The business folk will again wear the smile of contented optimism.

Saint John will have taken on its winter atmosphere and its citizens will be given rich food for thought. They will see the prosperity which the annual winter port business brings, and they will say, "Why must any of our Canadian traffic be sent overseas through a foreign port? Why cannot we enjoy a measure of this activity throughout the entire year? If we have not the facilities to handle all the traffic offering, is there any reason why we should not be provided with all the facilities necessary? Is nationalization the solution to these problems?"

Perhaps the Duncan report will have something to say on the matter, but, regardless of whether or not any real betterment accrues from that source, the whole of Canada should have sufficient data now to see the necessity for the development of Atlantic ports on an extensive national basis. This accomplished, the port of Saint John should become a complete, all-the-year-around Canadian outlet.

TRAFFIC AND SKYSCRAPERS

OBSERVATION of our citizens ought to teach us equally how not to do things and how to do them. Because a certain course has been adopted, even because it has been accepted as correct, does not necessarily prove its correctness. When faced with deciding on a course of action wherein procedure has already been established, it is well to examine what objections have been laid against it.

If all goes as we hope and expect, Saint John is on the eve of a great expansion. How is it going to expand architecturally—in a vertical or a horizontal direction? It were well to have in advance of need some ideal at which we intend to aim, to plan our building expansion along predetermined lines, not haphazard nor on decisions insufficiently debated beforehand. The cities of the United States, and the city of New York in particular, have led the way in vertical expansion. Have they gone to extremes in this direction and thereby created for themselves other problems more difficult of solution than that of accommodation?

Has the skyscraper caused the appalling congestion noticeable in the cities of the United States? A Mr. Miller of New York, a borough president, is in favor of them, but says that to have many more of them New York would have to live underground. Mr. W. B. Harmon, of the Harmon National Real Estate Corporation, says that the skyscraper has proved that the first two stories of a building are the revenue producing stories, and that above that only enough income is produced to pay the interest on the investment in construction. Mr. Herbert Adams, of the Regional Plan for New York, says that although skyscrapers "were a small part of the city and did not seem to be the greatest cause of congestion, they might in the future threaten the life of the city itself."

Mr. Robert A. Pope, an engineer and member of the American Town Planning Association, declares:

"No solution of the skyscraper problem will be reached until city authorities determine the traffic capacity of streets in various parts of the city and then arbitrarily limit the height of buildings so as not to 'overload' the streets. The only city plan that dealt with the height of buildings, had been formed with regard to light and air and not at all with regard to traffic, which should be the scientific basis for any height limitation. Natural laws are to a certain extent curbing the bad influence of the skyscraper, because the present congestion is proving so uneconomic that it is being driven business from New York and causing many office buildings which formerly would have been located in the heart of Manhattan to be built in Brooklyn, or even in Jersey City."

So, quite apart from the light, air and noise considerations of vertical town planning, we find that form of expansion one of the direct causes of traffic congestion, and this includes not only street traffic, but that of subways and elevated. It stands to reason that it must be so. If you take a superficial area where at present, say, 1,000 people arrive and depart daily on business or pleasure, and multiply that number of people by, say, five, congestion of approaches will only be avoided so long as that area is in the middle of a desert. In a city it means that existing communications must bear five times the traffic. On this Mr. Pope says:

"There is no solution in merely providing greater traffic facilities, as Mr. Edison suggests. We got along very well before the subways were built. Building them merely increased the congestion by opening up districts which flowed every day into the centre of the city. To build more subways will merely have the same effect. You solve nothing by speeding up transportation; indeed, you merely add to the congestion. The only way to solve this problem is to look far into the future and plan a New York which will care for its people with the least possible congestion, and to this the buildings must be limited to the capacity of the streets and foot of congestion must be distributed. For instance, there is no logical reason why all the theatres should be concentrated in one small area of the city. It is not only high buildings which do the damage."

The day may seem a long way off when Saint John will be confronted with traffic problems akin to those of New York. That is not the point.

Editorial

There is no reason why we should not avoid anything like them if we profit by others' experience and plan accordingly.

The implicit proclivities of George Bernard Shaw must react joyously to the opportunity offered by his semi-acceptance, semi-rejection of the Nobel prize, to goad people to join issue with him—on any matter so long as they join. G. B. S. has all the Irishman's affection for fight, all his proverbial love of standing against the government in whatever form convention or authority may appear. Himself he has said it, when asked if he agreed with Sinclair Lewis, who declined the Pulitzer prize on the ground that prizes degraded literature. "I don't agree with anything," was G. B. S.'s rejoinder. That is Shaw in a nutshell of his own choice, and his continuation was Shawian in its intentional slap at American literature and literatures. He was thankful—let all beware when G. B. S. is thankful—for Lewis' action because it had called his attention to the existence of the Pulitzer prize of which he had not previously heard.

The New York Times says: "Canada and Australia have both experimented with assisted immigration. In neither case have the results been altogether satisfactory. The system, although in theory excellent, has tended to make the immigrant feel that the State has assumed responsibility for him by helping him to leave his old home." Certainly the onlookers see most of the game, but in this case one cannot avoid the feeling that the spectator has fastened on an exception or so, deduced therefrom a false generalization, and condemned something which in result one has regarded as eminently satisfactory.

The executive of the Conservative party in St. Stephen-Milltown has adopted a resolution addressed to Premier Baxter, calling for the strict enforcement of the prohibition law and the cancellation of all beer licenses in its district. The resolution also expresses the opinion that "the chief inspector under the Prohibition Act has been a failure." This expression of sentiment is symptomatic of the general feeling of dissatisfaction with existing conditions, not only among Conservatives but the people at large. Prohibition is the law of the province. It must be enforced.

Some wholesome advice in the matter of the study of civic conditions is contained in an article appearing in a recent issue of *Forbes*, portions of which are published in the third column on this page today. The writer, Mark Plotnick, points out the advantages which citizens may obtain in making a study of the operation and management of their city. Once again, emphasis is placed on the value of co-operation in municipal affairs.

The wisdom or otherwise of the expenditure for the restoration of the old City Hall on the West Side will be determined by the extent to which it is utilized as a community centre. So used, it may become a great factor in the development of community life and the promotion of social welfare work. The West Side people are to be congratulated on its possession.

This is Nomination Day in Ontario, and the elections will take place on December 1. It is a straight fight between the "wets" and the "drys." Presumably, a larger proportion than usual of the total vote of the province will be polled on that account.

Mr. W. K. Tibert, who succeeds Mr. Fletcher Peacock as Director of Vocational Training for the province, has had valuable experience, and will have the good wishes of the people as he enters upon the very important duties of his new office.

During the last year Canada exported more pulp and less pulp-wood than in the previous twelve months. That is a desirable change. It would be still better if more paper and less pulp were exported.

Other Views

WHY NOT CANADIAN COAL.

(Halifax Herald)

NOTING "the revelation by official statistics of the increasing use of Welsh coal in Canada," the *Ottawa Journal* finds it interesting to call attention to those who have been anxious about Canada's too great dependence upon coal imported from the United States. If for no other reason, the *Journal* adds, "the trade with Wales might well be encouraged."

Statistics show that the increase in Canadian consumption of Welsh coal has been over 300 per cent. in four years.

There are times when the people of this province have difficulty in understanding the attitude of their fellow-Canadians in matters such as this. There is no earthly reason why Canadian coal, which is so plentiful, should be dependent for fuel upon the United States or any other country. Dependence upon Canadian sources is what will bring prosperity to the mining industry of this province and Dominion.

STRIKES AND LOSSES.

(Sydney Record)

SOME idea of the tremendous loss the coal strike has caused in Britain may be gained by Canadians from some comparisons made by The *Montreal Herald*. Taking the recent statement of Sir Philip Cunliffe-Lister, of the British Government, that, apart from disturbance of trade connections and contracts, the strike has resulted in a loss of production of between \$1,250,000,000 and \$1,500,000,000. The *Herald* points out that the latter sum would pay the original cost of constructing the Canadian Pacific Railway ten times over and, in silver, would load 10 trains of 77 cars, each carrying 80 tons. It is not often that there is a strike which demonstrates with such force the folly of strikes. But it cannot too often be said that there is never a strike of any proportions in which all concerned do not come off losers.

STOPPING THE DRIFT TO THE CITY.

(Montreal Star)

THE statistics prove that today more than half the entire population of the United States is living in urban territory. That is to say 50.9 per cent. are living in incorporated places, and 49.1 per cent. in rural territory. This condition of affairs has been attracting more than ordinary interest in Canada also. The Canadian Council of Agriculture has aroused concern. Not long ago the minister of agriculture of this province declared that a movement should be inaugurated to attract people back to the country.

A GREAT CROP.

(Lethbridge Herald)

THIRTY-TWO thousand bushels of wheat from one Champion farm. A fortune in one year!

MISSING MUSSOLINI.

(Calgary Albertan)

THERE'S no doubt that Mussolini will be missed when he's dead. But he's much missed now when he's alive.

Knowledge of City Held Necessary To Success

WHAT is there to know about your city as an enterprise?

The first question asked by Mark Plotnick in an interesting article on civic affairs published in a recent issue of *Forbes*, "Your city," says Mr. Plotnick, is after all, nothing but a co-operative enterprise of manifold industrial, commercial and social activities performed daily by the inhabitants. He goes on to say:

"Like any other business enterprise, our community is subject to the same rules and regulations in regard to purpose, organization, management and guidance. To function properly the city must be self-sustaining to such an extent as to provide and supply adequately its population with all the necessities of a civilized human existence. This supply is commonly known as the local market of the community, and its bulk is limited in accordance with the economic status, intellectuality, and industriousness of its population."

The activities of the population he divides into two distinctive cardinal groups, the first of which he terms a fundamental or basic group, which includes:

- 1.—Food in all its varied modern preparations.
- 2.—Wearing apparel to suit all tastes, seasons and climates.
- 3.—Dwellings of all descriptions for industry, business, habitation, for residence and visitors.
- 4.—Means of communication in a modern sense.
- 5.—Means of distribution of commodities.
- 6.—All agencies of the intellectual, moral, spiritual and health wants of the people.
- 7.—Agencies of public relations and administration.

The other group is called a service group, representing three phases of service—business, city management and municipal service. On the basis of these two groups he places the responsibility for determining the character, possible growth and prosperity of the community and says that although the growth of the group may have certain limitations, where proper energy is applied it is almost limitless.

Turning to the question of opportunities he declares that, as a rule, every city has some advantages and it is therefore to the interest of the people of the community to make the most of such opportunities to develop the basic group to the maximum.

"Cities with tendencies of developing agriculture and natural resources exclusively never grow large," he says. "The city must be a place of manufacturing or distributing centers. The service group has natural limitations. It cannot produce more than the necessities of life. The people need so much, and can consume no more than the purchasing power of their earnings; they can pay so much for necessities and commodities of life."

"Over-development of service activity, unrestricted competition, as democratic as it may be, is harmful to the well-being of the city. A city that can support, for instance, 100,000 people, but has no opportunities to develop the basic group to the maximum."

"The cost of such management is merely an over-estimate of the cost of the public taxation."

Touching the matter of taxes, he says:—"The cost of our tax is collected directly or indirectly in the form of a levy on the basic and service activities of the people in yearly installments in accordance with a prearranged plan of necessary expenditures or budget. The taxes and budgets of cities vary, but always serve as a check on the city's activities."

"Like any private enterprise, the city must always properly arrange its over-head budget or else fail to produce any revenue for the people. Borrowing is often a necessity and a blessing, but a debtor must calculate assets and liabilities of the present and future, and must plan so as to be able to pay interest and principal. An over-estimated budget deprives the citizens of necessary conveniences, but an over-estimated budget works financial hardship on the constituency and cannot but result in bankruptcy."

"You should know your city thoroughly to be able to cope intelligently with daily problems. Examine and scrutinize the economic forces at work in your surroundings. Ascertain the progress of every business endeavor, large or small. How much revenue is being produced? Trace the real causes."

"Idle agricultural lands and abandoned farms do not produce any revenue for the city. A productive farm within a reasonable communication distance means an income to the city from purchases and sales of a minimum of \$5,000 a year or more. The farms in and around the city are its greatest assets. It is indeed a worthy undertaking for the city people to engage in promotion and financing of farming colonization. The investment will not bring direct, but surely indirect results."

"It is claimed that one billion dollars is lost yearly in fraudulent investment in the United States. How much was contributed to this waste by your city? And how much could have been done for your own welfare with this money properly utilized?"

"See about the exploitation of natural resources within the reach of your city, be they timber, coal, oil, gas, iron, clay or any other minerals. Are they constructively exploited, wasted or neglected? Why waste for promoters, scheming and sometimes unscrupulous financiers from far away lands? Co-operative initiative and utilization of local savings can accomplish remunerative results."

"What about manufacturing industries? Are they well functioning or struggling industries? What are the reasons? Is it lack of necessary capital, poor management, marketing complications, labor difficulties, or absence of proper inducements? If there is no manufacturing development yet, then what are the possibilities? What kind of industry is most applicable and in harmony with the prevailing conditions of raw materials, communicative facilities, fuel or motive power, labor, markets? What are most logical avenues towards promotion of useful industry."

"Abandoned modern factory buildings and unused up-to-date machinery and living monuments of epoch unfulfilled industrial aspirations that caused heavy financial losses to thousands of patriotic city folks. Manufacturing centers were established in places thousands of miles away from the sources of raw materials. The elementary requirements, such as proper placements of industry, decent human habitations, water supply and sanitation, communication, educational and recreational facilities were grossly neglected."

"Too much impetus and freedom in developing our retail distributing system must result in harmful effects for the welfare of the city. In many cities even the blind can see the over-development of retail stores with prices of commodities mounting high due to expensive sales costs, wastes, and uncalculated efficiency."

"What about the public utilities, lighting, heating, electric trolley, telephone, buses? Are they functioning properly and profitably? Do they get their moral and financial backing and co-operation? The public utilities of the city are the arteries of its life blood, the avenues of social and economic intercourse of the people. We must make good our promissory notes and franchises and demand from them the maximum of efficient, useful service."

"The guardians of your savings and accumulated wealth, the financial agencies, banks, insurance agencies, should not over-develop, but should, in as much as possible, help useful local industry and enterprises."

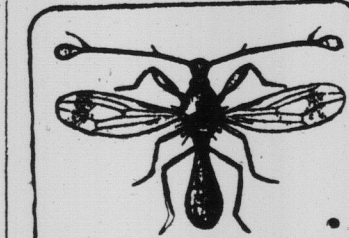
Queer Quirks of Nature

FLIES WERE FIRST TO USE PERISCOPES

By AUSTIN H. CLARK

PERISCOPES are no new invention. Long before man thought of them, the flies employed the principle involved to protect them from their enemies.

These so-called stalk-eyed flies have



PERISCOPIC-FLY

Poems I Love

BY CHAS. HANSON TOWNE

"About Ben Adhem," by Leigh Hunt.

HERE is one of those old stand-bys that most of us committed to memory in our school days. It never wears out. It is of the stuff which does not perish. Repetition only serves to make its truth the clearer. I am aware that certain "moderns" would scoff at it; but let them come along with a thought nobler and lovelier before they rail at what they would call an archaic pattern.

About Ben Adhem (may his tribe increase)
Awoke one night from a deep dream of peace,
And saw within the moonlight in his room,
Making it rich and like a lily in bloom.

An angel, writing in a book of gold:
Exceeding peace had made Ben Adhem glad,
Thinking of the good he had performed,
And that, in the presence of the Lord.

"What writest thou?" The vision raised its head,
And with a look made all of sweet accord,
Answered, "The names of those who love the Lord."
"And art thou here?" said Ben Adhem, "Nay, not so,"
Replied the angel. About spoke more words of love.

But cherily still, and said, "I pray thee, then,
Write me as one who loves his fellow-men."
The angel wrote, and vanished; the next night
It came again with a great wakening light,
And showed the names whom love of God had blessed,
And lo! Ben Adhem's name led all the rest.

After Dinner Stories

THE pastor of a thriving colored congregation in Mobile was speaking to one of his flock at the railroad station.

"Brother," he said, "I hear very few reports of you, the youngest son of the church. That boy doesn't seem to do you much credit."

"Fuh, you puts it mild. That's the worst child ever I seen in my whole life. He is in business in New York. I have a niece with red hair. Our maid's name is Matilda. Is there anything else?"

"Goin' far?" asked the chatty little man of the stranger on the train.

"Oh, no, only to Chicago," replied the other, who hated talking to strangers, and who wished to snub this one. "I'm a commercial traveler. My name is 46. I am married. My name is Henry Brown. I have a son of 19. He is in business in New York. I have a niece with red hair. Our maid's name is Matilda. Is there anything else?"

"What old you do use on your tongue?" he inquired.

Just Fun

MOST all flowers fade quickly, except the blooming idiots.

THEY called him hen because he was always laying for somebody.

ISN'T it queer that two million parents can bring up one million children a million different ways and still have them human?

ANOTHER figure worth improving is a bank balance.

THE parrots from Boston say: "Pauline desires a cracker."

HATS off to the past; coats off to the future.

"PA," said little Herbert, "a man's wife is his better half, isn't she?" His father—"We are told so, my son."

Little Herbert—"Then, I'm married twice twice twice I'm anything but of him, is there?"

WHO invented the hole in the doughnut?

"Oh, some fresh-air fiend, I suppose."

THE wise man is known by the way he spends the daylight he saves.

AN UNANSWERABLE PRAYER.

"PLEASE, Lord, make me white like other children," prayed little black Pansy one night.

"What you mean, child?" exclaimed her mother, shocked. "How come you to be white?"

"Jes so! I 'n git good an' dirty jes once, mammy," replied small Pansy.

CORRECT.

THE sergeant was taking the recruits' squad.

"For the last time," he bowed, "what is a fortification?"

The recruits stood fast to a man. Striding up to the most intelligent looking of the lot, the N. C. O. repeated his question.

"Two fortifications, sir!" came the swift reply.—*Tilt-Bits, London.*

Editorial

COME TO-NIGHT

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