

Editorial

The Evening Times-Star

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SAINT JOHN, N. B., OCTOBER 27, 1926.

OUR FISHERIES

NATIONAL FISH DAY is a reminder of the value of one of the great resources of the Maritime Provinces. The real development of the fisheries industry is yet to come. Some progress is being made, but American and French fishermen still take a greater harvest than ourselves from the waters off our coast. Very useful research work is being done to a limited extent, and considerable progress has been made during the last few years in the better packing and marketing of fish. Two years ago the National Fisheries Association and the Federal Government contributed alike to a fund to advertise fish as a food. The newspapers in the leading centers were used as a medium, and the President of the Maritime Fish Corporation is authority for the statement that this campaign increased the sale of fish twenty-five per cent.

It is now possible, by using the quick freezing process as soon as fish are taken from the water, and then packing them carefully, to deliver them from Saint John or Halifax to Chicago so that the consumer will find the quality and flavor as good as if the fish had been taken from the water only the day before. This being the case it would seem that only a vigorous advertising campaign is needed to increase enormously the demand for Atlantic fish. Mr. Paulhus, of the Chambre de Commerce, Montreal, made a very good suggestion here last week when he said that if those who have a fish diet one day in the week would add another day the resultant demand throughout Canada would be large.

The value of fish as a food no longer needs to be demonstrated. It contains elements which distinctly promote health. The Maritime Provinces have very valuable fisheries, and there is room for a large expansion of the industry. In centres like Saint John and Halifax, business opportunities of development along this line.

THE AEROPLANE AND THE EMPIRE

THE attention paid by the Imperial Conference to air force matters is indicative of a progressive outlook one is apt occasionally to fear lacking. Probably to the end of time will the world remain the final factor in any war, it is doubtful whether even cavalry will disappear entirely, although its role is already modified and restricted; artillery will in all likelihood march from one greatness to the next, while tanks, as a new arm, have usurped a portion of the functions of all three of the former branches of the land forces. It will be the former branches of the land forces. It will be the former branches of the land forces. It will be the former branches of the land forces.

The aeroplane, and possibly the airship, will be the attacker and defender and the transport of the future. Time was when Britain appeared to lag far in this respect. Even now her air strength is far behind that of the United States. She can be commensurate with her needs, when they come from commensurate with her needs, when they come from commensurate with her needs, when they come from commensurate with her needs.

The aeroplane and airship may be regarded as closely analogous to the ships that sail the seas. In ancient days the man-of-war was merely an armed merchantman, and though evolution has now carried it far from that, the last war showed how great use may still be made of the auxiliary cruiser, the Q boat and the trawler-minesweeper. So with the aeroplane. Only the commercial or pleasure plane of today differs from the fighting plane, the bomber or the scout, scarcely, if at all, more than did the merchantman from the man-of-war of the Restoration period and later.

The question of cable expansion is merely one of registration and subsidy. The pre-war British army had this system for its mechanical transport in extremely efficient form. Civil owners of approved standard types of lorry accepted an annual subsidy in return for which they guaranteed to keep the lorry in first-class condition and, in the event of war, to surrender it at a pre-arranged valuation along with a driver, a man on the reserve. Thus complete M. T. units mobilized at ports of embarkation within forty-eight hours of telegraphic demand on the owners. A similar system might be applied to aeroplanes.

The matter of Imperial air development along parallel military and civil lines will be interesting to watch, and may go far towards elucidating the problem of Imperial defence.

AGAIN OUR NEIGHBORS

MR. DANE YORKE appears to have rendered a service to critics of the Maritime Provinces by his article in the American Mercury, picturing economic depression, industrial decline and agricultural hard times in the adjacent New England States. The Ottawa Citizen thinks that "the fact that the New England States are as badly off as the Maritime Provinces may not be any particular comfort to our fellow-citizens by the sea," and draws this singular conclusion: "It shows that the Dominion is not particularly to blame for the situation which exists in the Maritimes."

The obvious reply to this last remark is that if the Maritime Provinces had free access to the American market of more than a hundred million people they would be far more prosperous than at present. It may further be pointed out that these provinces with their richer and more varied natural resources ought to be very much more prosperous than the nearby New England States. We are not at all concerned with economic conditions which affect those states, but we would be very glad if we enjoyed the markets open to them.

It is further to be noted that the Maritime Provinces are Canada's only winter outlet to the sea, except through foreign ports, and that these ports have been denied by the rest of Canada the port development and the trade which are right-

fully theirs. The Citizen, however, is really sympathetic, and Maritime readers are glad to know that it has this to say concerning our position:

"A royal commission has been investigating the situation; its report is in the hands of the Government. It will be awaited with interest. There is nothing but sympathy in this part of Canada for the Maritimes and a willingness to help in putting them on their feet. It is to the advantage of Ontario, as well as the rest of Canada, to see that the Maritimes are prosperous and contented."

In the aggregate the damage by Monday's storm in southern New Brunswick amounts to a large total, and is the more serious because roads and bridges are affected and a large expenditure will be necessary either now or in the spring to restore them to their former condition. All material damage, however, is dwarfed in interest by the tragedies of the sea. The loss of the schooner Nelson Y. McFarlane, with the captain, his wife, his son and adopted son, adds another to the terrible disasters along the coast, and gives us another grim reminder of the dangers surrounding the lives of coasters and fishermen at this season of the year.

An untoward fate pursues the Armenians. Not only have they been the victims of many wars in which they had no concern, and of a persecution which destroyed great numbers of people and caused the death by starvation of other great numbers, but Nature herself has been unkind. The earthquake which has laid fifteen villages in ruins, and partially destroyed many others, has also taken a considerable toll of life. Tens of thousands of people are homeless, and again go forth to the world the urgent plea for Armenian relief. As in the years past, the cry of Armenia's agony will be heard with quick sympathy by the world at large.

The Minister of Trade and Commerce has assured the Saint John Board of Trade that this port will not suffer in connection with any changes here may be in the West India steamship service. Evidently the rumor which somehow got abroad that the service would use Montreal in summer and Halifax alone in winter is without foundation. The Minister's announcement clears the air. Saint John Central is a port of call for the West India line, and with a better steamship service the exports from New Brunswick to that market should steadily increase.

The more one reads of the comment in other provinces upon the situation and claims of the Maritime, the more one is convinced that Mr. Paterson's book, "The True Story of Confederation," should be given a much wider distribution. The Government of the Province might fairly consider lending its aid in such distribution, since the Saint John Board of Trade assumed financial responsibility for the original issue.

One way and another we have had almost enough wars, earthquakes, floods and hurricanes during the past ten or fifteen years. Now Paris—apparently forgetting Armenia, Florida, Cuba, Bermuda and California—blames the near approach of Mars for the inclement weather in Western and Central Europe. One is glad to learn that we are not to have another visit from our tempestuous neighbor planet until 1986.

Sir Henry Thornton has given assurance that the Canadian National Railways desires to purchase in New Brunswick as much as possible of the materials and supplies required here. That is only fair to the province.

Odds and Ends
The Week in Epigram

It seems absurd to suppose that this earth is the only inhabitable world merely because it is the only one of which we are certain—Sir Oliver Lodge. I was a hero long before I became a soldier—Gabriel d'Annunzio. There are three internationalisms that have succeeded: the internationalism of science, of commerce, and of Charlie Chaplin. And the greatest of these is Charlie Chaplin—Jesse Lee Bennett. I do not believe in public speeches—Viscount Ullswater, late Speaker of the House of Commons. A chop for a chop is too often the rule for invasions in all Anglo-Saxon countries—Mrs. Reginald de Koven. Before the age of fifty let no man talk of love. Among women some of the elect possess the art when they are about forty—The posthumous papers of Anatole France.

Speeding Tractors

Some people are so conservative about motor traffic heavily into debt, and was in constant terror of duns in consequence. A principal creditor was a tailor named Joy, and one morning the undergarment awoke to find this worthy tradesman seated in his bedroom. He was taken rather aback, but not in the least nonplussed, and he greeted the intruder with a smile, saying cheerily:

"This is indeed a pleasant surprise. Sorrow may endure for a night, but joy cometh in the morning."

The creditor looked at him blankly for a moment, then his face was illumined with a beaming smile. Slapping his thigh he cried delightedly:

"Why, that's very good, very good indeed, sir. And now I'll say good-day to you, sir, and leave it to your consideration to settle my little bill as soon as you can."

Forcing Fate.

Ex-Ambassador James W. Gerard said at a dinner in New York:

"Failures always declare that fate was against them, but if you study a failure's career you usually find out that he forced fate's hand."

"Like the young fellow who turned up unexpectedly at a swimming race one morning."

"Well," he said, "it was a close call. I came down near not getting here, and no mistake. You see, I tossed up to find out if it would be best for me to work in town or spend the day down here at the shore with you, and it took seven tosses before the darn thing came out right!"

Other Views

A RAILWAY PROBLEM

RIGHT Hon. George P. Graham, former minister of railways, estimated that motor cars of all sorts had taken \$23,000,000 from the railways of this country in 1924. It is a safe assumption that the amount is not decreased since that time. To meet this loss of revenue, the railways on both sides of the line have been experimenting with gasoline-propelled vehicles on branch lines, and thus far the results are considered encouraging. It is felt that that phase of the problem may be solved in that way. Having regard to the future, it is considered inevitable that freight rates will have to carry the weakened passenger service department, for passenger trains are indispensable. The transport of mail matter must go on, no matter how few passengers are in the cars. That the railway brotherhood in this country propose to seek legislation to check what they call "unfair competition" shows that they also feel themselves adversely affected by motor competition.

LOSING COMMAND

MR. A. J. "EMPEROR" COOK, secretary of the British Miners' Federation, finds enemies among the miners. So aroused are they in Nottingham that Mr. Cook needed police protection. The miners and their families are hostile because they believe Mr. Cook is trying to prolong their strike. In that district the miners were more radical. Mr. Cook is assailed as being too moderate. A strong radical at the beginning of the strike, he has become a moderate. But evidently he is not ready to change their own minds, cannot forgive him for his apparent change of attitude. But he is a keen labor man, who has the interests of his federation at heart, even though his principles of procedure may be overruled at times. But hungry stomachs do not make for consistent minds, and Mr. Cook is losing ground. He is no longer "emperor."

NATIONALITY IN FILMS

THE convention in the films, as in other popular art, is to make the most of the national characteristics. This works well enough while the stuff is only being sold at home. But difficulties are found to occur when it is offered overseas. Our tolerant island does not mind much if the silly American makes an Englishman, but Frenchmen and Italians, for instance, are said to resent French and Italian villains in plots full of goody Americanism. This is undoubtedly very awkward. But what if by international agreement it were decided that one country should supply all the villains? The voice is heard which brings least money to the film business is clearly indicated.

"SENTIMENT AND CRIME"

CANADIAN Finance has received the following no professional man in the city is held in higher regard:

Dear Sir—

The clear answer to those who object to hanging murderers or whipping potential murderers and burglars is—"Let these folk stop murdering and burgling. And these penalties become unnecessary." Even if gunmen are not being sold at home, but are being sent to the useful citizens whose lives they imperil. Here's another argument—"For personal safety we must have a more efficient police force." Returned Canadians will tell you that the bigger city is the safer on account of the police force, which brings least money to the film business is clearly indicated.

CLIMBED TO THE TOP

CYRUS FIELD, whose name is associated with the earliest Atlantic cable, began life as an errand boy, and H. M. Stanley, the African explorer, was a butcher boy. William Chambers, founder of the "Financial Journal," was originally a bookbinder's errand boy; he rose to be Lord Provost of Glasgow. Sir Thomas Lipton began business life as errand boy and ended it as Lord of the Isles. The Secretary of State for the colonies in the British Cabinet, went to work as an errand boy at nine years of age.

THE EMPIRE BIAS

"The links which bind the Empire together are largely the traditions of English public schools—traditions that have made the British Empire something quite different from the empires which have preceded it. It has been among the foremost in presenting the prizes at Safran Walden school on speech day, he expressed pleasure in knowing that the governors and headmaster were taking the wider outlook by giving the school "an Empire bias." Though Safran Walden happily does not stand alone, it has been among the foremost in fostering the Empire spirit among its boys. It is the merest truism to say that what is shown in the schools today will be repeated by the country in the years to come. But it cannot be too constantly kept in mind.

TRACK-LAYING RESUMED

THE news from the Hudson Bay Railway area is good. The laying of the steel has begun. As dispatches point out, the Federal Government has made arrangements to lay eighteen miles of new steel in the unfinished gap between Fort Nelson and Port Nelson this winter, which induces the hope and belief that steel right through to Port Nelson will be completed next year.

A NEW BUSINESS RECORD

IT is reasonably safe to say that the volume of business in Canada at the present time is greater than at any time in the history of the country. This opinion is expressed in the September bulletin of the Dominion Bureau of Statistics, regarding the business in the second quarter of this year, April to June. There was some recession in July and August, but business increased again in the fall as it always does.

FAST WORK WANTED NOW

THE politician, with his spell-binding, his promises, his ineptness, his delays, and his red tape, is passing out of the picture. The demand today is for men who can run a government according to economic law, with the same speed and mathematical precision with which the baseball player swats the ball.

WANTED: TWO STRONG PARTIES

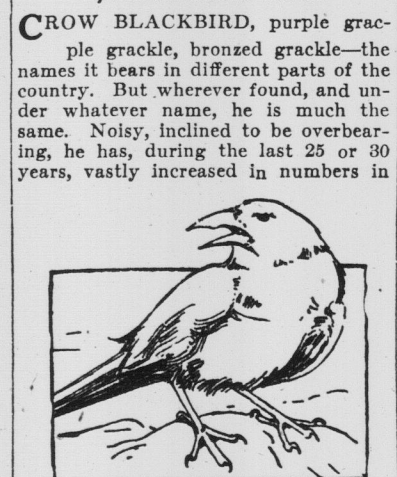
WE WANT a strong government, but we want also a working opposition, watchful, zealous, and willing for country rather than party. If this Dominion gets two parties striving and competing for country advantage rather than party advantage, the future need give uneasiness to no one.

A CONTRAST

"JUST think of reclining in a run chair 1500 feet above the ground and looking 20 miles over a seething mass of industry." That is the life of the fortune teller, 20 years hence, as predicted by a New York architect. With homes and gardens in apartment houses of 100 stories, those who have the price can virtually enjoy mountain air and invigorating sunshine. But what of the units of that "seething mass of industry," fathers and mothers, boys and girls? What of their quota of sunlight, what of the air in the deep canyons where they will crawl about and dwell? The top of the picture, with trees and birds and breezes, is charming. Not so its foundations.

Queer Quirks of Nature

By ARTHUR N. PACK



Crow Blackbird

many places, and now occupies some of our parks and suburbs where he used to be unknown. Watch him on some warm spring

Timely Views On World Topics

CRIME TODAY IS LESS, BUT LITTLE MORE STRIKING

By SANFORD BATES

THE so-called crime wave has not increased in the last ten years. There are certain spectacular crimes, such as bank holdups, but the general volume is decreasing. There has been a diminution of vagrancy and drunkenness. The problem confronting us today is to adapt the machinery of the twentieth century to meet the changing conditions. During the last fifteen years the number of automobiles has increased many times, and the revolver

day as he shows off before his mate. He will be sitting sedately enough on a branch, when all at once he will swell to twice his normal size by the process of puffing out his feathers, drooping his wings, opening his beak, and, as you listen for some note in keeping with all this elaborate preparation, he will emit a ridiculously inadequate squeak and subside into his normal state.

Meanwhile his mate has paid just about as much attention to all this performance as you would expect her to. Nevertheless it is effective.

Autumn is the heyday time when the flocks gathered for the southward migration. What a lark the birds have! Such flocks must have quantities of food, and ordinary methods of foraging will not suffice. Through the country they fly in great bands, seeking the oaks which have borne heavy crops of nuts.

When a corn field is raided the destruction is so tremendous that organization of the birds must be made if the precious crop is not to be destroyed. Then they pass on to the rice still further south and continue their ravages.

Just Fun

LIFE'S darkest moment—after raining and sand in the cafeteria the person you thought was a motorman turns out to be a cop.

GROSS indebitness is usually the result of gross neglect.

A SMALL boy traveling alone had a very cold and kept up a continuous sniffing which irritated an old lady across the aisle of the coach.

"Boy, haven't you a handkerchief?" finally asked the lady in desperation.

"Yes, by I never lend it to strangers," was the boy's prompt answer.

ONE man always confided his business troubles to his wife—whenever she asks him for money.

LOUISE, the stenographer, says her idea of a diplomat is a woman who can make a man believe that she thinks he knows a lot more than he does.

WORDS WITHOUT MUSIC.

We may live without poetry, music or art.

We may live without conscience and live without heart.

We may live without friends—we may live without cooks.

WHAT animal starts with C? "Kangaroo."

"You're thinking of calmon. You always find them in the seas."

IT BEING asked how railroad crossing accidents can be prevented, the engineers are respectfully informed that they can be avoided by not crossing the tracks ahead of a train.

ON A DIET: "I'd like to see some shirts for my husband. Soft ones, please, the doctor has forbidden anything starchy."

ONE-BUTTON union suits will hardly prevent the laundries from ripping off their customary 100 per cent.

"DAN, what's a heifer—is it a pig or sheep?" asked two sailors.

Dan paused reflectively. Then he said: "To tell you the truth, mates, I don't know much about poultry."

A LOT of white collar workers don't make enough to keep their collars white.

THE clothes that make the women are the clothes that break the men.

TEMPUS FUGIT.

"BEFORE we were married you used to say there wasn't another man like me in the world."

"Yes, and now I'd hate to think there was."—Answers, London.

REGRETFULLY.

"THE man was here trying to collect that bill again. He said he would give you a good thrashing if it isn't paid."

"What did you say?"

"I said I was sorry you weren't in."—Sundays-Six, Stockholm.

LET HIM UP.

"HAVE you seen Johnson lately?"

"I have not heard of another."

"Unfortunately," remarked the latter, "I ran across him only last night!"—Answers, London.

WHY BE PERSONAL?

RUNNING SERGEANT—When is your birthday?

Applicant for Enlistment—What's the difference?

"You ain't going to give me anything!"—Judge.

A "SPOT" STORY.

A YOUNG man dashed into a crowded night club.

"Has this place been raided?" he asked the waiter.

"No," the waiter replied. "No. Does it look like it?"

"All right, then, I'll wait—Till-Bits, London."

THE CAT'S OUT.

SISTER—Peter, what do you mean by coming in here like that?

Peter—I heard mother say you had

Editorial

Hallow'en Fete, Y. W. C. A. Thurs. - Fri.

These Tweeds Full of Pep

Warm? As warm as your own heart!

Smart? Just you see the pattern!

Economical? You should say so!

Plaids with lots of life and go to them—for crush collars and all, fairly hug the heat in. Lined to hem and interlined at \$16.90

Mixtures of every color blend you delight in. \$17.90.

Still more smartness and quality, \$19.50 to \$28.

A check back Burberry of soft tones, Mouline collar, \$22.50. With Raccoon shawl collar, \$36.



New Kimonos

Lots of people pause in admiration before a new lot of Figured Velour Kimonos of gay colorings and downy softness. Heavy Silk Cords with tassels. With fine corded Silk bindings, \$5.75—bound with Satin ribbon, \$6.

F. A. DYKEMAN & CO.

Quality Wallpaper, Economy Prices.

A Feast for Shoppers Who Recognize Superlative Values

The new imported Envelope, Under-the-arm and Pouch Bags just arrived are unparalleled offerings, combining beauty, style and serviceability.

Our amazing values range from \$1.35 to \$16

HORTON'S Market Square

FAST GROWING INDUSTRY

(Prager Press.)

There are at the present moment five match factories in Estonia, which produced about 207,000,000 boxes of matches in the past year. Since 1923 the output has more than trebled, this development being attributable to the rapid growth of export. Thus in 1925 only 349.9 tons of matches were exported, in 1924 the export rose to 599.8 tons and in 1925 it amounted to 1,868.7 tons of a value of £mk. 117.3 million. Up to 1924 England and Germany were the only customers for Estonian matches, but last year the United States, Denmark and Sweden purchased considerable quantities. The development of the Estonian match industry is favored by the fact that abundant material both for the matches and the boxes is available on the spot.

Still Some Who Think (New York World).

In spite of automobile, radio, bridge

FOLEY'S PREPARED FIRECLAY FOR LINING YOUR OWN STOVE

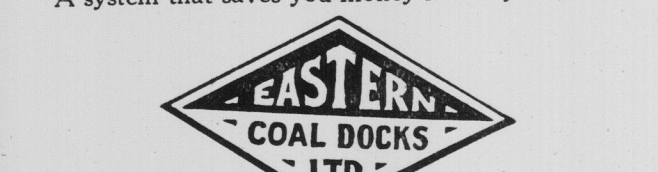
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The coal with highest heat and lowest ash measure per ton by every proof is the "Consolidated" quality of Miller's Creek. NOT SUITED FOR FEEDERS, but without equal in Furnace, Stove and Grate when handled as directed by us.

Price far lower than competing coals, and by paying separately for delivery you escape the price inflated for delivery costs as prevailing elsewhere. A system that saves you money in every way.



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