

THE EVENING TIMES AND STAR, ST. JOHN, N. B., THURSDAY, DECEMBER 1, 1921

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#### DR. BAXTER'S SPEECH

President Hanna's telegram to Hon. Dr. Baxter says that the National Railway has shipped no freight to Portland that was not so routed by the shipper. Dr. Baxter says the government is powerless in the matter at present as it has not yet secured absolute control of the Grand Trunk. That it to say, the government, which without consent of the people could make a deal to take over the Canadian Northern and the Grand Trunk, could not protect its own ports. Is it not time we had a government that could ensure such protection? There is an idle government grain elevator at St. John. The government, with its great railway mileage to the west, cannot bring grain to St. John, but a foreign port has no difficulty in getting the business. We are not called upon now to consider what the Laurier government did more than ten years ago, but what the Borden and Meighen governments have done or failed to do in ten years. Not only have they failed to protect the national ports and remove any alleged injustice, but they have saddled the country at enormous cost with a large mileage of railways, including some terminals in the United States. And it was done without consulting the people. The Laurier government is not responsible for that, nor for the far western extension of the Canadian Northern. Neither Dr. Baxter nor the short-lived government of which he is a member can lay upon the Laurier government the sins of its successors. They have had ten years in which to right wrongs and carry out policies—and what is the result? A crushing burden of railway debt and deficits and a winter port in the state of Maine. The country has had enough of this kind of national department and wants a change. The maritime provinces and their interests have been shamefully neglected. The people of St. John have especially suffered through the abandonment of the policy adopted by the Laurier government and carried out under the direction of Hon. William Pugsley. Hon. Dr. Baxter's hearers last night must have been impressed by the fact that he devoted his time in discussing railway and port matters to an arduous argument to conceal the utter absence of policy on the part of his government in relation to the port of St. John. We read the Standard's report of his speech in vain for any assurance that the tripartite agreement regarding west side terminals is to be carried out, or the breakwater extended, or the railway station built, or better accommodation provided at the east side of the harbor for the government railways and steamships. These are the things the people want to hear about, but Dr. Baxter is silent. He can only confess that the government is powerless to prevent freight going to Portland while the government's grain elevator at St. John is idle and the government railways bringing little or no export freight to this city. If he talked for ten hours he could only confess that after ten years of Borden and Meighen rule St. John is facing a dull winter and Portland, Me., an extremely busy one—thanks to Borden-Meighen rule in Canada. This is the essential fact that will be in the minds of the electors of St. John-Albert on Dec. 6. As to anything the government candidates may promise for the future, the government record in the past is a sufficient answer.

The people of this country, says Sir Thomas Gault, need have no worry about the Liberal position on the tariff and the fiscal policy which the Liberal party will give the country. "We will have," he said, "a reasonable tariff, and manufacturers of this country and merchants, all classes, farmers and workmen, can be assured that our aim and ambition is to bring back the progress which we had under Laurier."

Hon. Dr. Baxter is not anxious to discuss the railway question with Mr. McEllan. After his speech of last evening the reason is sufficiently obvious. Mr. Hanna's telegram speaks for itself. The government which took over the Canadian Northern and Grand Trunk did nothing to protect the national ports.

The reception given to Dr. Broderick and Mr. McEllan in the north end last evening was marked by great enthusiasm. They discussed the issues of the campaign with clearness and force. The remarks of Hon. Dr. Roberts about the comment of a Portland, Maine, man on the winter port situation gives the people food for serious thought.

#### Story Bits About Canadian Authors



JAMES L. HUGHES, Author of "The Poems of Robert Burns," "Stories and Musings," "Songs of Gladness."

A very considerable distinction has come within the last week or two to this exceedingly well-known author, educationist and poet, that of having a book on Burns accepted by a publisher. Edinburgh, Dr. Hughes' compilation of Burns' verse, distinctive in itself, was published in England and the United States as well as in Canada. The new one has already been arranged for in Canada, and with negotiations pending in the United States. It is biographical and of character-description in type under the title "The Real Robert Burns." Dr. Hughes for years has lectured on educational and literary themes all over the United States and somewhat widely in Great Britain as well as Canada. Besides admiring the poems of Burns, he has produced considerable verse himself and has written half a dozen books on educational themes which have made his name known wherever educational matters are discussed.

#### THE DEAD MAN'S CHEST.

(The Raconteur in Montreal Gazette.) At the request of several correspondents, I reprint the version of "The Dead Man's Chest," referred to last week. It is a horror story from the "Book Monthly" of November, 1914:

Fifteen men on the Dead Man's Chest, Yo-ho-ho and a bottle of rum! Drink and the devil had done for the rest, Yo-ho-ho and a bottle of rum! The mate was fixed by the bosun's pike An' the bosun brained with a marlin spike. And the cook's throat was marked for hell, Yo-ho-ho and a bottle of rum! It had been clutched by fingers ten, And there they lay, all good dead men, Like break of day in a boomers den, Yo-ho-ho and a bottle of rum!

Fifteen men of a whole ship's list, Yo-ho-ho and a bottle of rum! Dead and be damned and their souls gone wifed through the water to the bottom, Yo-ho-ho and a bottle of rum! The skipper lay and his nob in gore Where the scullion's axe his cheek had scored, Yo-ho-ho and a bottle of rum!

Fifteen men of 'em stiff and stark, Yo-ho-ho and a bottle of rum! Ten of the crew bore the murder mark, Yo-ho-ho and a bottle of rum! 'Twas a cutlass swipe or an ounce of lead, Yo-ho-ho and a bottle of rum! Or a gaping hole in a battered head, And the cuppers' glut of a rotting red, And there they lay, all damn my eyes, Their lookouts clipped and their souls fled, Yo-ho-ho and a bottle of rum!

Fifteen men of 'em good and true, Yo-ho-ho and a bottle of rum! Every man jack could have sailed with Old Pew, Yo-ho-ho and a bottle of rum! There was chest on chest of Spanish gold, And a ton of plate in the middle hold, And the cabin was full of loot and plunder, Yo-ho-ho and a bottle of rum!

With sightless eyes and with lips struck dumb, And we shared all by rule o' thumb, Yo-ho-ho and a bottle of rum!

More was seen through the stern light's screen, Yo-ho-ho and a bottle of rum! Chartings sure where a woman had been, Yo-ho-ho and a bottle of rum! A filmy shift and a bunker cot, With a dark slit sheer through the bosom spot, And the stiff lace drey in a purplish rot—Or was she wench of shuddering mad? She dared the knife and she took the blade.

Fifteen men on the Dead Man's Chest, Yo-ho-ho and a bottle of rum! Drink and the devil had done for the rest, Yo-ho-ho and a bottle of rum! We wrapped 'em all in a mainsail tight And with twice ten turns of a hawser's bight, And we heaved 'em over and out of sight, Yo-ho-ho and a bottle of rum!

With a yo-heave-ho and a fare-you-well, And a sudden plunge in a sudden swell, Ten fathoms along on the road to hell—Yo-ho-ho and a bottle of rum!

#### ITALIAN MISSION TO U. S.

Guido Podrecca Will Ask Help for War Consumptives.

Guido Podrecca, Italian Member of Parliament, writer and lecturer, soon will visit the U. S. as a member of a mission organized by the Italian National Association for War Consumptives. The association expects that Italians in the United States will respond to the appeal for help.

The mission will include Cesare Lepetit, Francesco Carlo Nicolosi and Guglielmo Nardi.

Mr. Podrecca has lectured in England, Hungary, Austria, Egypt, France and South America, and will deliver lectures in New York and other cities in the U. S.

#### ENGAGEMENT.

E. E. Brown, Newcastle, announces the engagement of his daughter, Ruth Lillian, to John V. Argyle of Montreal, the marriage to take place in December.

#### U. S. APPROPRIATES CANADIAN WRITERS

Douglas Durkin Suggests Campaign of Enlightenment is Advisable.

(Toronto Mail and Empire.) The institution of a Canadian Book Week in the United States to convince the people across the line that many of the authors whom they claim as their own were really native Canadians, was suggested recently by Douglas Durkin in the course of his address before the Canadian Literature Club last night at Sherbourne House Club. In lists of American poets he had noticed the names of Robert Service, Bliss Carman and even that of the late John McCrae, who wrote "In Flanders Fields." Others contributing to Canadian Authors' Night were Miss Nora Holland, a well known Canadian poet; Mrs. Florence Livesey, who has translated the legends and lore of the Ukrainians into delightful Canadian verse; and A. P. McKishnie, who dealt chiefly with magazine and short story writing. Mr. French, president of the club, presided, and a record audience gave evidence of the interest which is being evidenced in Book Week.

#### YOUTH IN WRONG PLACE

Boys and Girls Should Not Be in "Front-Line Trenches of Industry," Says Sayer.

The front-line trenches of industry are no place for the boys and girls, State Industrial Commissioner Henry D. Sayer said recently in addressing the New York City Vocational Guidance Conference.

"With the present unemployment situation," Mr. Sayer said, "we must be chary of sending a boy or girl to a position when the father is out of a job. It is a bad situation when the children work to support their parents. Many an employer would rather pay 16 or 17 year old youths a boy's wage than pay a living wage to a man. That is not a good economic condition. The boys and girls should be in the second line reserves of industry, not front trench fighters. Vocational guidance has much to do, indeed, with getting boys and girls back to school instead of supporting a father in idleness. Co-ordination of effort is needed to handle the adult employment as well as get jobs for the children."

"I thank the State's endorsement of the service your organization is rendering. We need to preach the doctrine of vocational guidance; the state is vitally interested in it. We are embarked upon an undertaking to handle unemployment, the intelligent standpoint. Too often we behold the ridiculous spectacle of men occupied in jobs for which they really have no right to be doing."

#### GOOD ROADS HELP FARMS.

As Important as Schools and Telephones, Says Kansas Official.

Kansas must build good roads or the younger generation will leave the farms in ever greater numbers than in the past, Fred Perkins of the Kansas Highway Commission told the delegates at the recent annual convention of the Kansas Official Council in Topeka.

Calling attention to the great change in transportation that has come with the motor car and truck, Commissioner Perkins said:

"Under our form of government it is of vital importance to the nation, the State and counties that we have a good, intelligent, ambitious class of young men and women living on the farms, and to keep them there we must have four things: good roads, good schools, rural routes and telephones. Whether we like it or not our children will not be satisfied with the conditions under which many of us were reared."

Commissioner Perkins outlined investigations made by the commission of the conditions of road building and costs in Massachusetts, Connecticut, New Hampshire, New Jersey and Georgia.

"The road should be adapted to the travel and should be economical in maintenance," Mr. Perkins said. "The experience of the old States is that where all the materials for construction are equally available, that for a road carrying under 800 or 1,000 vehicles a year of gravel is the economical one. If local gravel is available, as it is, the travel becomes heavier a harder surface should be used."

#### TELEPHONE INQUIRY ORDERED BY COURT

New Records Found for Instrument Which Records Sounds of Vital Organs.

Washington, Dec. 1.—Herbert L. Davis, auditor for the District of Columbia Supreme Court, has just been ordered by the court to conduct an examination into the records of the American Telephone Company of Springfield, Mass., a corporation with a capital stock of \$5,000,000 and 17,000 stockholders, with a view to listing all the accounts of the company, and to investigate the corporation's regular accounts.

The company, which has been in the hands of William Clark Taylor, federal receiver, since Dec. 13, 1920, manufactured the instrument which was recently perfected by the Bureau of Standards to such an extent that it would record human heartbeats the sound of a person breathing and the almost inaudible sound of a bubble passing through water.

The receivership was due to a quarrel among the stockholders, one faction being led by Hugh P. O'Reilly and certain officers. The company is a going concern, its principal product being the telephone.

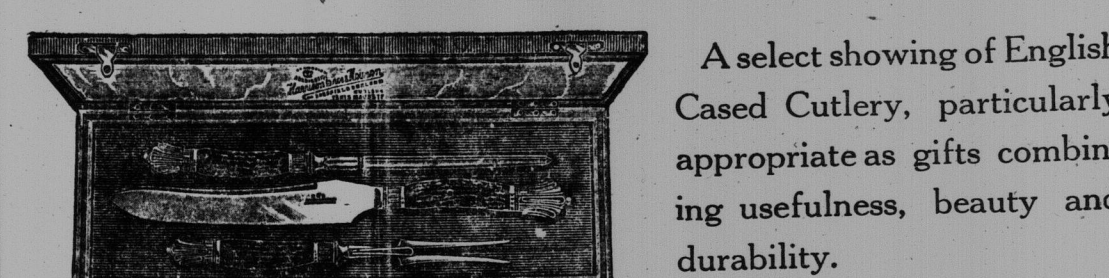
Nearly a truckload of books and records has been turned over to the auditor. The court order forbids the transfer of stock while the accounts are under investigation.

The telephone is the invention of Vladimir Poulsen, a Danish scientist. The mechanism consists mainly of a spool of wires of high carbon content, more than 15,000 feet long, which, as it unspools and winds up on another spool, will record with the aid of an electro-magnetic device, delicate sounds.

After a stethoscope has been adjusted the instrument will record heart beats for one-half hour at normal pressure. The physician need not be close to the machine, as the sounds can be carried over another fine wire to wherever he may be. If he cares to, the physician may take back to his office a complete chart of the condition of the patient's heart and study it at his leisure, with the aid of a similar instrument.

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