

THE EVENING TIMES-STAR, SAINT JOHN, N. B. THURSDAY, OCTOBER 29, 1925

# The Evening Times-Star

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## THEY WANT MORE

Boston, which handled a little more than 7,000,000 bushels of Canadian wheat last year, is anxious to have a greater quantity shipped that way, and a writer in the Boston Transcript complains because of last year's crop Boston secured only half as great a quantity as went through Baltimore.

It pointing out the possibilities of this trade the Transcript writer presents some figures which should be of no little interest in the Maritime Provinces, where all-Canadian transportation is necessarily an important issue. In the crop year 1923-24 Vancouver handled 53,000,000 bushels of Canadian wheat, but according to the United States Department of Commerce 69,000,000 bushels of Canadian wheat passed through New York, 28,000,000 bushels through Philadelphia, 15,000,000 bushels through Baltimore, 12,500,000 bushels through Norfolk, and 7,173,000 bushels through Boston. Montreal in that year handled a little less Canadian wheat than New York. The Transcript, after discussing the likelihood that Vancouver's wheat traffic will be increased very largely this year because of the recent decision concerning western rates on grain and flour, makes this reference to Portland:

"The remarkable growth of the western movement of export grain is not confined to one port. There is at hand the September report of the traffic department of the port of Portland. It shows that during August 2,984,395 bushels of Canadian wheat shipped through this United States port, a quantity about 1,000,000 bushels greater than the shipments in August, 1924. Of the shipments in August of this year, 1,250,000 bushels went to Japan, and so in any event would have moved through Pacific ports. But the rest was cleared for the United Kingdom, or for Colon, where the carrying ships were to receive orders. The Portland shipments were composed principally of Canadian wheat."

The Dominion Department of Trade and Commerce, in an analysis of the wheat movement in 1923-24, finds that export shipments through Canadian ports amounted to 126,790,000 bushels, and through United States ports to 141,079,000 bushels. After lamenting the fact that Boston's share of this Canadian traffic was not larger, the Transcript writer says there is ground for hope of better things for the port of Boston hereafter. "As the rates now stand," he says, "Boston labors under a differential of half a cent a bushel. Effort is in progress to have this differential removed. The Interstate Commerce Commission suggested such action in its decision in the so-called differential case. Given a more favorable rate, it is entirely probable that Boston might handle much more Canadian grain than it now does, even were the increased western movement and the boom in Vancouver to reduce the movement by way of the Atlantic seaboard. And there is here considered only the Canadian supply. The handling of the American grain moving through the lakes is another story. So, for that matter, is the movement of American grain for export through Canadian ports."

Notwithstanding the greater grain traffic that will go via Vancouver and Panama, the Transcript says there are elements in the Canadian grain situation which indicate that there will still be abundance of grain for export flowing from Canada through Atlantic ports, "and Boston's problem is to get a larger share of this business." Boston's hope appears to lie in action by the Interstate Commerce Commission designed to divert more of our traffic. The Transcript observes that grain is singularly responsive even to slight variation in the cost of transportation when it comes to the determination of the routes to be taken in reaching the world's markets.

The Maritime Provinces will naturally expect that action by the Canadian Railway Commission to checkmate rates introduced by the Interstate Commerce Commission to make further inroads upon traffic of Canadian origin will prove necessary. This question of diverted traffic has received nothing like the attention it deserves during the election campaign. It is one that is certain to assume importance when the new House of Commons assembles.

Roger Babson attributes the return of the Canadian dollar to par and better to the investment of foreign capital in Canadian industries, the excess of exports over imports, the immense increase in newspaper production, and the development of tourist traffic.

New York is exempting new houses of a certain class from taxation for three years to stimulate building, and it is said that there is now nearly a billion dollars invested in such property. There is no doubt that such a plan produces more buildings, but somebody has to pay the taxes. The man whose property enjoys no exemption pays his own taxes and a part of the other fellow's.

Mr. A. E. Owen Jones, of London, editor of the Caxton Magazine, who is attending a convention in Chicago, says Great Britain will heartily welcome

come action by President Coolidge in calling another conference on disarmament. Mr. Jones describes Europe as hungry for such a movement, and says that if the President should inaugurate a meeting of the nations leading to the prevention of further warlike preparations he would rank as one of the greatest benefactors of mankind.

A word of warning given to Americans by the Chicago Journal of Commerce is needed by many Canadian also. "We seem," it says, "not to know how to save for a competence. Present desires are given the right of way over future comfort, security and financial independence. Desire grows with its indulgence, and we see families that do not own a home joyriding in automobiles, installing luxuries in their rented quarters, and earning nothing for old age, when power declines, physical pleasures lose their appeal, and what one wants most is security. Too late the luxury lovers realize that they have wasted the years in which they might have saved a competence."

## Odds and Ends

Is This You?

(Toronto Star.)

There once was a man who on politics thrived. He read all about 'em in papers, by Jove! He went to the meetings and listened to fellers, including our noblest campaign-story tellers; The men who displeased him, he ceaselessly heckled, When arguments suited, he clapped and he chuckled; Hot letters in aid of his party he wrote, But say! Would you believe it? That man did not vote.

"Vox Populi," "Chris," "A Victim" was he, He signed many letters the press published free. He posed at his club as a hero of party, A regular sharp, a political smarty. No question was asked but his answer was ready, A grasp of all matters of policy HAD he. He said the indifference of men "got his goat," But say! In the end he himself did not vote.

Next day, when his party was whelmed in defeat, (Which party? Nay, that would be telling), his seat He filled at the club with his usual gusto, Explaining just why the election did not go. He first blamed his leader; then, turning from him, Denounced his opponents as crooks fit for prison; In every political eye was a mote, But never one word about men who did not vote.

Borrowed Fleas. (The Listener in Boston Transcript.) Speaking of Holmes and his "universal Yankee nation," the Listener was amused the other day to read this in Mr. Glover M. Allen's valuable new book, "Birds and Their Attributes": "As Holmes put it: Big fleas have little fleas upon their backs to bite 'em, And little fleas have lesser fleas, and so ad infinitum."

Holmes, might have put it in that way, but Augustus De Morgan, who was his contemporary, wrote this particular couplet, and wrote it thus: Great fleas have little fleas upon their backs to bite 'em, And little fleas have lesser fleas, and so ad infinitum; And the great fleas themselves, in turn, have greater fleas to go on, While these have greater fleas, and so on.

And De Morgan stole the idea and the rhyme from Swift, who had written in his "Poetry, a Rhapsody": So, naturalists observe, a flea Has smaller fleas that on him prey, And these have smaller still to bite 'em; And so proceed ad infinitum. Holmes was not a borrower either of rhymes or ideas. But so it goes; if a man was clever and witty, his reputation, as the years go by, will take over the stories and witticisms of many others. Most of the jokes of his period are now attributed to Artemus Ward, and hundreds of stories are fathered upon Lincoln that he never heard.

Well, Who Doubts It? (Ottawa Journal.)

A Wakefield Lake woodpecker gives most of the worms he gets to a kingfisher, which drops them in the water for bait. The fish come up for the worms and the kingfisher grabs them. According to the biggest lar at Perkins' Mills the kingfisher divides up the fish equally with the woodpecker. Well, that's that. Everybody must go to church next Sunday.

The Worker. A day of doing is worth a year of talk. One worker sometimes is better than a convention. Work for the community, in addition to constituting a valuable moral exercise and discipline, is directly and unmistakably advantageous to ourselves.—Arnold Bennett.

Business success is not merely a matter of business ability, but also one of loyalty and confidence.—The Footwear Organizer.

## Just Fun

ACTING and bootlegging are two professions that have been ruined by amateurs.

"You told me to file these letters," said the new bob-haired clerk. "Yes," admitted the boss. "I was thinking it would be quicker if I just used the scissors."

WE WONDER if movie producers and astronomers collaborate in picking out new stars.

ONLY A HEREFORD'S DAUGHTER

She doesn't like A shady joke. She doesn't like, She doesn't smoke. She doesn't swear. She doesn't flirt. She doesn't wear Those shortened skirts. She doesn't dance. She doesn't sing. And goes in pants. Don't mean a thing. She doesn't use The beauty salver? But won't refuse To show her calves. You ask her name? Well, that's a wow— She's not a dame, She's just a cowl!

HANGER—"Pat, have you anything to say before we drop the trap?" Pat—"Yes, by gorry, this thing don't look safe."

PICTURE post cards of a hotel carry this message: "This hotel fully equipped with automobile sprinklers. Statistics show loss of life has never occurred in a sprinkled building. In case of fire you may get wet, but not burned." To one traveler this brought some thought and he wrote thereunder the following prayer: "Now I lay me down to sleep. Statistics guard my slumber deep. If I should die, I'm not concerned; I may get wet, but won't get burned."

REACHING FOR THE RECORD A MASSACHUSETTS man has undergone 48 operations, each of which no doubt was entirely successful. After he has had twelve more he ought to be entitled to a testimonial of some kind.

OH, THE SILLY THING. An old cuss, not far from here, Once said to his wife with a sneer: "You now want a doller, Which provokes me to holler Where is the one that I gave you last year?"

WILLIE—"Hello! Why are you standing here in front of the office you got fired from last week? Waitin' to get taken back?" Jimmie—"Not much! I just wanted to see if they was still in business."

TOO many mothers are raising their daughters to be bathing beauties. ONE firm advertises that its favorite poet and motto is "Service."

CLOSE. SALESMANAGER—"Did you get the order?" Salesman—"No, but I saw his fountain pen!"—Life.

ALL would be well at a baseball game if the umpire could only see as well as the fans in the grandstand.

A WIFE is said to multiply a man's joys, divide his sorrows and subtract his income. When a girl aims at matrimony she'll usually find an easy mark. YEP, 'T WAS VERY SAD "Bill's death was a sad affair," was it not? "Yes, how did he die?" "He walked himself to death trying to stay in front of an oscillating fan."

## SUNSHINE SPELLETS

By Dr. W. F. THOMPSON

Oh, hear ye the tale of McGundy—Was taking a spin on a Sunday; In an effort to pass He gave 'er the gas—So they whittled McGundy on Monday.

When the village drunkard starts home, full of white mule, his wife has a kick coming. When either's a carrier, typhoid fever may be contracted from waiters or waitresses.

The little red stove in the little red school is responsible for a lot of little white slabs on the little green hill.

As a destroyer of mosquitoes, don't underestimate the efficiency of the top minnow.

Turkey duster— Broom corn broom; That's how Buster Met his doom.

The hyena who laughs last laughs at us. A man is known by the company he works for.

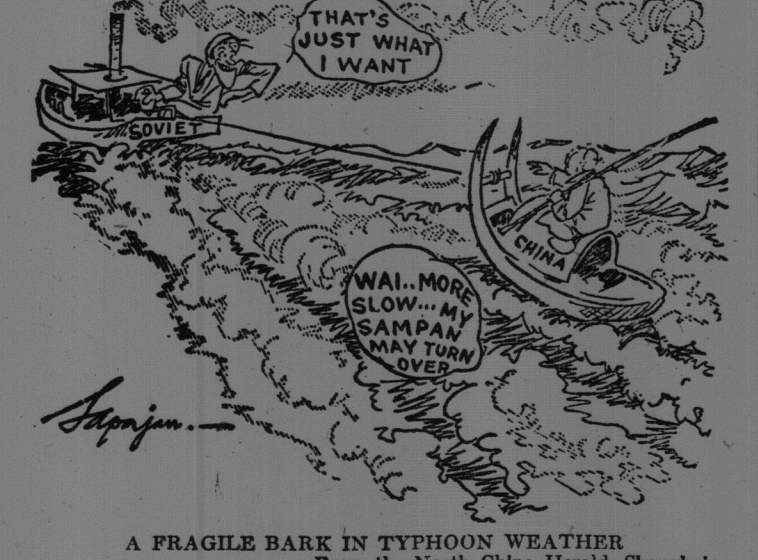
The use of feather dusters is ticklish business. When street corner fruit isn't covered our nostrils should be.

Babies are healthy And passing fair; Where there's clean, cold milk And clean, cold air.

Exposing pies to dust and flies is oft' deceiving to the eyes. Where there's dust beneath the carpet there'll be dust within the lung. Gnawing our way into eternity has been made easier by modern dentistry. A crackling fire in an open grate— And that's the way to ventilate; Cursed be he who sits and stokes A red hot stove until he chokes.

Man is also the only animal that takes better care of his automobile than he does of himself.

## Well What Better Could He Expect



A FRAGILE BARK IN TYPHOON WEATHER From the North China Herald, Shanghai.

## The Best of Advice

—BY CLARK KINNAIRD

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IT IS EASY to believe that the universe is not a disorderly, disconnected heap, but a beautiful whole, stamped throughout with unity.

Nothing stands alone. All things are knit together, each existing for all and all for each. The humblest object has infinite connections. The vegetable which you saw on your table today, came to you from the first plant which grew on the earth, and was the product of the rains and sunshine of 600,000,000 years (or whatever is the latest estimate of the age of the earth).

SUCH a universe demands thought to be understood; and it must be that we were placed in it to think, to put forth the power within, to look beneath the surface of things, to look beyond particular facts and events to their causes and effects. Their reasons and ends, Their diversities and resemblances, Their proportions and harmonies, And the general laws which bind them together. Yet how many persons do THINK

## Poems That Live

THE DREAMERS.

The gypsies passed her little gate— She stopped her wheel to see— A brown-faced pair who walked the road, Free as the wind is free— And suddenly her tidy room A prison seemed to be. Her shining plates against the walls, Her sunlit, sandied floor, The brass-bound wedding chest that held Her linen's snowy store, The very whistles of her humming died,— Seemed only chains she bore. She watched the foot-free gypsies pass; She never knew or guessed The wistful dream that drew them close— The longing in each breast Some day to own a home like hers, Wherewith their hearts might rest. —Theodosia Garrison.

## Dinner Stories

The motorist pulled up at the village pump and asked a yokel: "How long will it take to reach Puddletown?" "Heaven knows!" said the yokel, after a moment's thought. "Mebbe an hour—or a day—or a month—or a year." "Or a month?" echoed the astonished motorist. "How's that?" "Well," answered the other solemnly, "ye're goin' t' wrong way."

"All you have to do," said the film producer to the new movie artist, "is to seize the woman in your arms, leap to the top of a passing street car, and jump from there to the fire escape of the building on the corner; then climb with her up to the seventeenth story, bring her out on the roof, and, bracing your foot firmly in the side of the smoke stack, toss her lightly over to the church tower on the left, where she clings until—" "And if I let her drop?" "You'll have to pick her up and start all over again."

General Hugh Drum, apropos of the war in the Rift, told a story in Washington the other day. "It seems," he said, "that a young French lieutenant, serving in Africa, found a lion that was laid up with a thorn in its foot, and like Androcles took the thorn out."

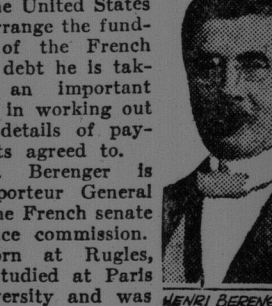
"Well, the lion was so grateful that it ran over the list of officers in the young lieutenant's regiment and devoured them all, so that in a few weeks the fortunate young officer found himself promoted to a colonelcy."

## Who's Who

IN THE DAYS NEWS.

M. HENRY BERENGER.

ONE of the most important figures in France's financial affairs today is M. Henry Berenger. Back in France with the other members of the commission which came to the United States to arrange the funding of the French war debt he is taking an important part in working out the details of payments agreed to.



Berenger is Rapporteur General of the French senate finance commission. Born at Rugles, he studied at Paris University and was president of the Students' Association at the age of 24. After graduation he entered the newspaper field, becoming director of several papers. He also wrote several books. In 1912 M. Berenger entered politics for the first time and soon became prominent in the Senate. During the first three years of the war he was chairman of the army committee and later commissioner of oil and gasoline when those commodities became vital to the country.

He is frank to the point of brutality and has remained independent throughout his political career.

## Other Views

UNCONQUERED ELEMENTS (Brandon Sun.)

Giant airships are unwieldy dangers still. They have always been uncertain in the face of the elements. Captain Walter R. Gherardi, who served as S. S. naval attaché at Berlin at the outbreak of the World War, recalls that the German Zeppelin L-1 was wrecked in 1913 by weather conditions closely resembling those which broke the Shenandoah. During the years that followed, when the Germans were building Zeppelins for war uses, they lost ships repeatedly and almost continuously by bad weather. He adds that 85 per cent of all the Zeppelin casualties during the war were caused by weather—that "after years of experience, during which they had used 61 Zeppelins, the Germans were as helpless in bad weather as they were at the beginning" of the Zeppelin experiments.

CAUSE OF BALDNESS (Onlooker in St. Thomas Times-Journal)

The assertion has often been made that if the ladies continue to shear their crowning glory, as is the habit with the men, they will in time suffer with the baldness to which many of the male sex now are heir. Wiscarses claim that constant cutting and clipping weakens the hair and causes it to drop out. Another group greets this assertion with the contemptuous slang of the day: "Appassauce!" They point to the fact that the male mug, for vanity's sake, suffers a scraping with a razor at least five times a week, and if it ever falls out or leaves a bald spot the world has yet to hear of it. The truth of the matter is baldness probably springs from the wearing of hats and caps, which fit tightly, eliminate air and sunlight, and cause a certain amount of friction. Many bobbed hair misses are adopting mannish caps and close-fitting felt, and it is these, if any, of the feminine species who invite baldness.

## Rough Night On Cattle Boat a Long Horror

TO BE IN CHARGE of animals on a sea voyage is sometimes a perilous as well as an unpleasant task. For, unlike human beings who, on the approach of seasickness, evince a dismal desire to die, dumb creatures often display a violent desire to live.

A rough night on a boat carrying a cargo of cattle can provide many thrills, and, unhappily, a number of horrors. It is fortunate, however, that while cattle are the most usual livestock carried by sea, they are also the most heroic of all creatures in a storm, showing a stoical determination to conquer the devastating powers of sickness.

Some animals do not feel the effects of a journey by sea in the same way as others, and while some are ill during the whole of the trip, others quickly become used to their new home and flourish.

The worst sailor of all is said to be the tiger, while the only one that can be described as being really comfortable on board ship is the polar bear.

Horses are great sufferers at sea, as every cavalry man knows, and they frequently die from the effects of seasickness.

Birds, reptiles, monkeys, and other small animals suffer in varying degree, but, in comparison with the bigger creatures, they are much better sailors. Thousands of these little travelers are brought to our shores each year, and on an average the casualties are fairly small.

Sometimes, of course, scores of birds will die off in the early stages of a

voyage, but that is not always actually caused by seasickness. More often it is a disease that is spread among them by one infected member of the batch; or it may be a complaint brought on by being confined in necessarily close quarters.

When once a disease is established in a cargo of birds, numbering hundreds or perhaps thousands, there is little hope of many being landed alive.



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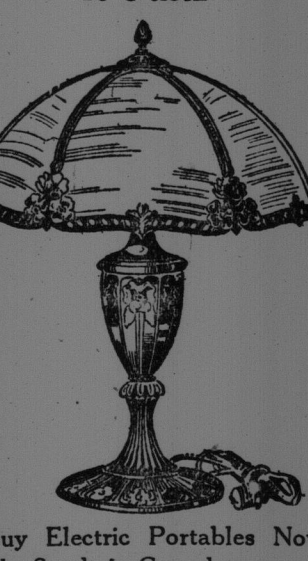
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