

(THE EVENING TIMES AND STAR, ST. JOHN, N. B., SATURDAY, JANUARY 21, 1922)

The Evening Times and Star

ST. JOHN, N. B., JANUARY 21, 1922.

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PRATISE FOR HON. J. A. ROBB

The Financial Times of Montreal says that the recent address by Hon. J. A. Robb, minister of trade and commerce, has been well received by the business community, and that the views he expressed are "altogether sound and encouraging." It says further: "Judging by Mr. Robb's remarks, we will have less cause to protest against government interference in business under the new government than we unfortunately had under the old. For this at least we are thankful. For this the attitude that the function of the Department of Trade and Commerce was to help, not to hinder trade either within or without Canada. This remark we interpret as signifying the abandonment of the policy such as was responsible for the determination of the previous government to force upon an unwilling and protesting business community such foolish and meddlesome measures as the marketing act, which could be of no advantage to the country and, on the contrary, must be a serious handicap."

Touching Mr. Robb's remarks on the tariff, the Financial Times says: "He declared it a rule of trade that wherever and whenever sales increase, purchases also grow, and when a country puts up extreme tariff barriers, hindering necessary purchases, it places a stumbling block against its own trade. This is sound economics by contrast with the insular idea that by some miracle, legislative or otherwise, we can bring about a condition of affairs in which our exports shall increase by leaps and bounds and our imports more in a reverse direction, and that thus, and thus only, can we reach prosperity."

The Montreal Journal is equally well pleased with the minister's remarks on development of resources and on immigration. Evidently Premier King made a good choice when he selected the new minister of trade and commerce.

THE MARITIME POSITION.

The answer to a question asked by Hon. F. B. Carvell at the freight rates hearing explains the whole situation regarding to industries in the maritime provinces. Mr. Carvell asked why the lower province foundries could not get pig iron in Sydney. The answer is that there is not a large enough market in these provinces to enable the makers of foundry pig iron in Cape Breton to do business, and they cannot compete in the Ontario market. They have ceased the production of foundry pig. The same rule applies in other industries. It is a case of the big fellow devouring the little fellow. Mr. Elkin showed how great is the disadvantage the nail manufacturers labor under—so great that his company had started to move part of its plant to Montreal. Other manufacturers gave conclusive evidence that unless better terms are secured there is no expansion of manufacture in the province. Any citizen whose memory goes back any length of time can recall industry after industry that succumbed to upper province competition, even when the freight rates were more favorable. The position is now infinitely worse, for the upper province manufacturer has an ever expanding market near at home, and can the better afford to cut prices down here when it is desired to snuff out a competitor; while the local market for the maritime province manufacturer does not grow, the population being almost stationary.

But a reduction of freight rates east and west, while it would benefit the manufacturers, is not all that is needed. The rest of the people suffer because of too high local freight rates. If these provisions are to grow the spirit of the confederation pact must be carried out. It is now continuously violated, and unless the people offer a more strenuous opposition they may as well abandon all hope of developing along with the rest of Canada. In the old days, when the country went recognized the just claims of the people in the east, the intercolonial deficits were absorbed by the country. Now the rule is to burden the paying portions of this railway with deficits on other sections of the government railway. The whole thing is wrong and cannot be defended on other than the most selfish grounds. We are asked to glory in the growth of Canada while the spirit of the union is violated to the great injury of this part of Canada. Sooner or later there will be an awakening that will not be treated either with indifference or contempt. The people in these provinces gave up their natural markets, accepted a high customs tariff, believed the representations made to them over fifty years ago, and did their part in all that has been done to enlarge and develop the resources and the trade of the west. They are a bit tired of being represented as mendicants, and are beginning to consider seriously their future relations with those who seem to think that Canada begins at Montreal. The matter of freight rates is but one grievance. The whole question of transportation and port development is vital, and in regard to immigration also there is need of a new deal. The maritime provinces must get together and insist upon their rights.

A MAYOR'S MESSAGE.

The message of Chicago's mayor to the mayor of St. John must not be overlooked in the general absorption in the skating events of the week. Mr. Julius T. Fitzgerald of Chicago brought the mayor's message. He told of six hundred vacant areas in that city that were flooded this winter for the benefit of young skaters, besides seventy-five school yards converted into rinks, and others to be found in the parks. And the end is not yet. Chicago also has a great system of summer playgrounds, costing millions of dollars, and under adequate supervision. What the mayor desired to say to the mayor of St. John was that the latter should see to it that the play activities of the boys and girls were well provided for. Mr. Louis Rubenstein of Montreal, in conversation, added the remark that whether for sport or citizenship we must begin with the boys while they are still young, and encourage them to play for the honor of the game. Of the city council of St. John it must be said that its attitude in regard to playgrounds has been in the last two or three years not only progressive but generous. It has expended a large sum to develop the backwood playground, a record one cannot doubt that this year a generous policy will also be adopted. Of course civic grants do not prevent and should not discourage private generosity, for the need is great. By way of encouragement to individual citizens we may quote from an exchange.

"Mr. F. J. D. Barnum, a public spirited citizen of Annapolis Royal, N. S., is building a skating rink at his own expense for the benefit and amusement of the young people of the town." The following from the Toronto Telegram is even more suggestive:—"Sergeant Daniel Moncur, a veteran of the war, yesterday, at the Parks Committee, presented to the city, free of all cost, a piece of ground on Cairns Avenue, east of Crowell, a plot of ground 326 x 108 feet, to be used for all time as a children's playground. The property is presented as a memorial to his son, David Moncur, who, as a scout in the Gordon Highlanders, was murdered by the Germans for refusing to give up the code of the day when captured. Another gift to the city accepted by the committee was a plot of 2 1/2 acres on the west side of Yonge street opposite Mount Pleasant Cemetery."

Coming nearer home, we read in the St. Stephen Courier:—"At the Rotary Club luncheon on Monday, President Marks Mills announced the receipt of a gift of \$100 from Mrs. Frank Todd as a contribution towards the expense of leasing and fitting up the Dr. Sullivan building for use as a gymnasium." This gymnasium, opened by the Rotary Club for the boys of St. Stephen, is now open every evening with a competent director and nearly a hundred boys in attendance. The Times is glad to be able to commend to St. John people these widespread evidences of a regard for the welfare of the young people of the community.

The Hardware Clerks' Association furnishes today some further evidence of the effect of hydro-electric on the cost of light and power in Ontario cities. The more the subject is considered the more apparent it is that St. John should throw away the opportunity to get the full benefit for the future of the cheap power generated at Muskegash. It is not difficult to trace to their source the rumors that there is not enough power available or that the city could not afford a distribution plant.

The project for a Women's Building for St. John was advanced a stage last evening. The building is needed, and this paper ventures to say that if the women of St. John unite in demanding its erection they will get their wish. They have a reputation and a record for achievement which make conviction on their part doubly strong. Moreover, they deserve whatever they ask that is within reason, because of what they did for Canada in war-time and have done since for the community.

Premier King has been re-elected without opposition. The fact is to the credit of the man who withdrew from the field and to the party in the constituency for whom he spoke. As the Times has before observed, it would be a graceful act to permit Hon. Mr. McEwen also to go in by acclamation.

De Valera's announcement that he will still assist for an Irish republic will cause very little disturbance in Ireland. With an Irish government and College Green the people at large will be well content.

New Brunswick will have another representative in the Federal cabinet; for though Hon. J. H. King lives in British Columbia he is a native of this province and a son of another New Brunswick statesman.

BOY SCOUTS



Local Lads Had Good Share in Making Visiting Officials and Skaters at Home While in St. John.

OF BURIED CITIES.

Beneath the time-worn streets of ancient Rome Mayhap still older streets in dust lie Beneath the 'sands may' stand a pyramid Unmentioned in historic book or tome; The forest may o'ertop some crumbling dome Beneath which olden rulers dreamed and did; Some palace that once housed the mighty old May sleep below an humble peasant's home.

What of the buried cities of the mind—The stately halls and castles still un wrought Because we sit with idly, folded hands? Shall some one else far in the future find What could be ours, would we but take the thought?

—Willbur D. Nesbit in Chicago Evening Post.

LIGHTER VEIN.

It Depends on the Gender. "I say, governor (is a woman as old as the looks?" "Yes, my boy, and a man is only old when he stops looking."—Life.

No Handicap.

A stranger with a low handicap asked the secretary of an Irish club to find a match for him, and the secretary introduced him to an old gentleman. As they reached the first tee the stranger said: "I'm a four man; what are you?" "I'm a four man; what are you?"—Sunbeam.

Cross Country.

An American newspaper, not frightened to recount a story in which one of its country's great men comes off second best, tells a yarn about an Englishman who sat next to an American legal dignitary at a public dinner in New York. During the course of the meal the judge turned to the visitor. "You would be a long time in the Old Country," he remarked pompously, "before you had the honor of having dinner with the judge." "Possibly," replied the fellow guest, "perhaps you would be a long time in the Old Country before they made you a judge."—Nesbit.

Mid But Firm.

A telephone pole never hits an automobile except in self-defense.—Toronto Blade.

LOCAL NEWS

BURNS CONCERT.

Centenary hall, Jan. 26, under auspices of St. David's brotherhood. Tickets 50c, 10c, 15c.

SKATERS' PHOTOGRAPHS.

Headquarters for photographs of skaters and events at Lily Lake. Dealers supplied.—Lugin Studio, 88 Charlotte street.

SKATING RACES.

Pictures post cards of the skating races are on sale at Grey & Co's book store, King street.

SHIPPING

ALMANAC FOR ST. JOHN, JAN. 21.

A.M. P.M.
High Tide... 6.05 Low Tide... 12.17

PORT OF ST. JOHN.

Arrived January 21.
Stmr. Hochelaga, 2607, Masters, from Montreal.
Stmr. St. John, 2607, Masters, from Montreal.
Stmr. St. John, 2607, Masters, from Montreal.

Clearing January 21.

Stmr. Canadian Leader, 3500, Robertson, for London.
Stmr. St. John, 2607, Masters, from Montreal.
Stmr. St. John, 2607, Masters, from Montreal.

MARINE NOTES.

The steamer Canadian Ranger, of substate vessel, will load at Montreal for ports for Montreal, early in April, to arrive at Montreal soon after the opening of navigation. The probable ports of call are Smyrna, Messina, Leghorn, Valencia and Genoa.

The steamer Canadian Leader will sail for London.
The steamer St. John is expected to arrive here about the middle of next week from Belfast.
The steamer Melrose Head is expected to arrive here on Monday from Belfast.

The first liquor completion since the province went "bone dry" on January 18 arose yesterday in connection with the arrival of the steamer Lisgar County from London and Havre with fifty cases for delivery to a local wholesale liquor dealer. Under the new law this liquor cannot legally be delivered to the consignee, but the customs regulations require that it be landed. If it is landed the customs officials will seize it, unless a permit to land it is secured from the chief inspector. The carriers decline responsibility in the matter.

Much has been said regarding the part played by the people and the committee in charge in contributing towards the success of the Canadian championship skating meet here this week, and the visiting skaters and officials left here with the highest praise of the treatment accorded them during their stay in the city. To the Boy Scouts of the city is due a share of the responsibility for this feeling on the part of visitors.

On their arrival in the city the strangers were each assigned a scout, whose duty it was to pilot him about, take from his shoulders many of the small tasks which invariably fall to the lot of a stranger in a strange land and be generally at his disposal during the period outside of school hours. The boys did their work well; they carried out their duty in a manner which merited well the appreciation of the committee in charge, and in many cases formed a bond between themselves and the men with whom they served which will survive long. That the service was appreciated is demonstrated by many pleasing incidents during the meet, the most striking being that in which Jack Moore and his scout pilot, Wesley Stewart, figured.

When the skaters were leaving the lake after the last day of the meet, Joe had climbed on the big sleigh, but before settling himself, he inquired, "Where is my Boy Scout?" And he was not prepared to leave the lake until "my Boy Scout" was loaded into the sleigh alongside him.

The following is a list of the boys who did service at the meet and the visitors to whom they were attached: David Schofield, with J. T. Fitzgerald of Chicago, president of the International Skating Association; Alton F. Fawcett, with H. Uhlhorn of Lake Placid, vice-president of the I. S. A.; Lorne Bowman, with W. E. Roughton of London, Ontario; R. E. Melville of the Montreal A. A. A.; David Legate, with Russell Wheeler; John Legate, with E. Stevenson; Murray Strong, with Charles Jewtraw; Douglas Gibson, with Raymond Murray; Jack Wesley Stewart, with Joe Moore; Harold Livingston, with Fred Bunge; Jack Penock, with Joseph Vosberg; Edward Relyea, with Wm. Murphy; New York; Ronald Monney, with Geo. Pickering; Walter Webster, with Bobby Hearn; Vernon Waters, with Wm. Steinmetz; Wm. McKenna, with Wm. Murray; Chicago; Arthur Patterson, with Harold Fortune; Donald Bostwick, with David Patrick; Reg. Whistler, with Leslie Boyd; Victor Regan, with Val Blais; Douglas Cody, with West Becker; Eddie Jenner, with Roy Whitte; Edgar Adams, with Orle Green; Murray Brown, with G. Glozier; Selby Wetmore, with Earl Finch.

Boys attached to Y. M. C. I.—Roland Krant, John Nyherz, Wilfred Davidson, Robert Kelly, Griffith Bishop, Leslie Leck.

At the races the Y. M. C. I. committee, appreciative of the work of the Scouts, said they had good opportunity to witness the contests.

LOCAL NEWS

A meeting of the creditors of Joseph S. Noel, of Lunenburg (N. B.), took place in the offices of the trustees, the Canada Permanent Trust Company, yesterday afternoon. Frank Whitley and E. M. Smith were the appointed inspectors, and the disposal of the assets of the estate was left in the hands of the inspectors and the trustee. The liabilities were slightly in excess of \$12,000, and the assets less than \$8,000.

The amount of income taxes collected in this district for 1921 was more than ninety-one per cent. of the objective. R. H. McLeod, inspector of taxation for New Brunswick, returns for January, February and March are yet to be received, and it was believed by local officials that when these were all in, it would be found that the New Brunswick district was well to the fore in regard to percentage of collection.

STRANGE SEA TALE

TOLD IN BOSTON

Wave Sweeps Four From a Boat, and Returns Three.

Boston, Jan. 21.—How four of his crew were swept overboard by a giant wave during the storm of last Wednesday, and three of them were returned to the deck by the same wave, was told by Captain Edward Fogg, of the Boston fishing schooner Athena, when he brought his vessel into port. The fourth sailor was drowned.

When the vessel was making for Provincetown to escape the storm the four men were dressing fish. A great sea swept over the vessel and carried all four men overboard. The captain said. The same wave brought them back and deposited them on the deck. The fourth, Thomas Merchant, was caught by a second wave and carried away.

The lost man was 22 years old, and formerly lived at Arichat, Cape Breton.

COTTON TRADE

HAS IMPROVED

Unfilled Orders Now of Normal Proportions—Production Active.

Canada's cotton manufacturing industry is gradually approaching normal conditions. The mills entered 1921 with a fair amount of unfilled orders on hand. The value of the unfilled orders gradually decreased as the months went by until by July some of the larger mills

Johnson's Freeze-Proof



Prevents frozen radiators. Does not evaporate with the water and one application is sufficient for the whole winter.

Absolutely harmless—will not injure rubber, nor will it rust or corrode metal.

Packages of 6 1/2 lbs. net. \$2.00

Phone Main 2540

McAVITY'S

11-17 King St.

It's Small Wonder

That those anticipating rich, cosy, reliable furs come to this shop as it's a veritable treasure house for furs of this sort, and—

ALL VARIETIES OF FUR COATS ARE LIBERALLY DISCOUNTED

MUSKRAT COATS

Self trimmed and with Raccoon or Taupe Lox Cut and Seal trimming. Specially Priced—\$275.00, \$250.00, \$125.00, \$110.00. Values, \$325, \$300, \$180

PONY COATS

With Raccoon, Opossum and self trimming. Specially Priced—\$135.00, \$75.00. Values, \$150.00 to \$200.00

TIPPED NUTRIA COATS

Self trimmed, loose models, favored and serviceable. \$85.00 For Any Coat

D. MAGEE'S SONS, Limited Since 1859 St. John, N. B.



Climb aboard fellows—

take a trip on the Joy Line!

TAKE my tip men, and get wise to this King George's Navy. Once you sink your teeth into this chewin' you'll never try anything else. It's the main line express to satisfaction—and the flavor lasts to the end of the trip.

NOW 2 for 25c

King George's Navy CHEWING TOBACCO

A Tough, Pliable chew with a Moist Freshness and lasting flavor that you'll enjoy. Try it!

actually had less unfilled orders, both as regards value and yards, than in previous years. This shrinkage was many due to the liquidation of stocks by wholesale and retailers and to uncertainty as to the course of prices, caused by a steady fall in the price of raw cotton from January to July.

A general advance in the price of piece goods took place in September, bringing out inquiries from all sides for a considerable quantity of goods. This gave the principal mills more business, and their position at the present time is that unfilled orders are on hand for two to three months ahead, which is considered to be practically a normal position.

Los Angeles, Jan. 21.—Indictments were returned yesterday by the federal grand jury against Herbert Wilson, who formerly held pastorates in Canada and Oregon, and Herbert Cox of Los Angeles, on charges of holding up and robbing a mail truck of \$750,000 in money and valuables here last March.

Not Surprising. The bore was relating his experiences in the clubroom. "There I stood, gentlemen," the long-winded narrator was saying, after dropping on for an hour regarding his trip to Switzerland—"there I stood, with the abyss yawning in front of me." "Excuse me," interrupted one of the unfortunate men who had been obliged to listen to the story, "but was that abyss yawning before you got there?"

INCREASE THAT SOME PENNSYLVANIA MINERS DECIDE TO ASK FOR Shamokin, Pa., Jan. 21.—The Tri-District wage convention of the United Mine Workers of the anthracite fields yesterday.

ABOUT BEANS

For good rich baked beans use plenty of clear fat pork and always bake in the OLD FASHIONED BEAN POT made by THE FOLEY POTTERY, LTD., St. John, N. B.

When a Bean Pot is cold it should not be placed immediately on the hot test part of the stove. It is safer to put it at first on the shelf at the back and to move it forward a little at a time as it heats.

Baking the beans in the oven gives the pot a better chance, as in that case the sides are heated as well as the bottom.

No other Grinder cuts so true

Accuracy is the first rule of good grinding. The tool being ground must be held true on the wheel, proof against slipping or wobbling. That's what the Pike Peerless does.

It's one of the many exclusive points of a PIKE PEERLESS TOOL GRINDER

This grinder is fitted with a fast-cutting wheel made from diamond, as hard and sharp as the diamond. Best quality construction and expert workmanship. These grinders are GUARANTEED FOREVER against all mechanical defects. We have a small size, ideal for home use. Come in and see it.

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