

# The Evening Times-Star

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SAINT JOHN, N. B., DECEMBER 14, 1923.

## "WILL THE GOVERNMENT ACT"

What is the Government going to do about the increased use of the Transcontinental? The Maritime Free Press, returning again to this subject, and pressing strongly for action, makes particular mention of the fashion in which faith with the Maritime Provinces has been broken.

It proves from the records of Parliament and of public men at the time the National Transcontinental was under discussion that the purpose of the road, which was to be built as an all-Canadian line, "was to ensure that Canadian produce, especially grain and cattle, could go out of Canada all the year by Canadian ports. Rates were to be low enough to ensure this. The road was built up to the high standard necessary to provide such rates."

Yet, says the Free Press, "except for a brief period in 1916, when a six-cent bushel rate was made to Quebec, no attempt has ever been made to put the road to the purpose for which it was built. On the contrary, it has been deliberately prevented from doing the work it was built to do by the imposition of rates which make it impossible to ship grain over the road."

Among the consequences of this breach of trust is the resentment of the people of the Maritime Provinces, which at times has been so pronounced that it gave rise to threats of secession. The Maritimes have a legitimate grievance within the power of the Government and Parliament to remedy by the simple expedient of carrying out the plans made by a former Government which have the formal approval of Parliament and the people. "Will the Government act? Will Parliament act? If not, what is the explanation?"

## AN INCREASING LOSS.

The growing demand that the Transcontinental be put to work to haul wheat to Canadian ports gains strength daily with the publication of the figures from Ottawa showing where the grain is going.

During November most of the Canadian wheat bound for Great Britain was handled by United States transportation agencies. Between November 1 and November 30, 1923, 24,055,814 bushels of Canadian wheat, of which 18,610,104 bushels went via United States ports and only 5,445,710 bushels went through Canadian seaports.

That is to say, our ports handled a little more than one hundredth of the wheat compared with four hundredth of our foreign competitors.

That proportion, which means so great a loss in traffic to our ports and railways, and so serious a deprivation in money and in employment to Canadians, held good during the four months ended with November 30, during which time the Ottawa figures show that while 17,144,000 bushels passed through Canadian ports, 63,682,000 bushels of Canadian wheat bound for the United Kingdom went by way of American harbors.

The Halifax Herald, in discussing this question of the wheat traffic and Maritime ports, reproduces statements from the Manitoba Free Press, the Toronto Globe and other newspapers to which The Times-Star has already made reference, and proceeds to point out that when the Transcontinental was built at a cost of \$170,000,000 it was written into the Canadian statutes that the purpose for which the people of Canada undertook this immense expenditure was:

"To secure the most direct and economical interchange of traffic between Eastern Canada and the provinces and territories West of the Great Lakes, to open up and develop the Northern zone of the Dominion, to promote the internal and foreign trade of Canada, and to develop commerce through Canadian ports."

That provision, as the Herald asserts, is binding upon the Dominion Government and the C. N. R. authorities to-day, but they are breaking faith with the people of Canada. The Herald, replying to statements that a lack of tonnage prevents more wheat from going through Halifax, quotes a shipping authority as saying that if the traffic is brought to Maritime ports there will be no trouble about tonnage.

In any event, the Herald recalls that as the Government and the C. N. R. took over the Transcontinental, the Grand Trunk Pacific and the Canadian Northern, which are incorporated in the Canadian National system, they are bound also by the following provision which is part of the records of Parliament:

"The company shall arrange for and provide, either by purchase, charter or otherwise, shipping connections upon both the Atlantic and Pacific oceans, sufficient in tonnage and in number of sailings to take care of and transport all its traffic, both inward and outward, at such ocean ports within Canada upon the said line of railway, or upon the line of the Intercolonial Railway, as may be agreed upon from time to time, and the company shall not divert or so far as it can lawfully prevent, permit to be diverted to ports outside of Canada any traffic which it can law-

fully influence or control upon the ground that there is not a sufficient amount of shipping to transport such traffic from or to such Canadian ocean ports."

The Herald quotes recently published figures showing the increasing loss of Canadian traffic to foreign ports, and says:

"The Maritime Provinces and Quebec, too, staked their faith and their hopes on the National Transcontinental Railway. They gladly joined in the enterprise of its construction. They put their money into it, having the unequivocal assurance that it would do national work."

"They have waited in vain during many long years."

"Now let the Maritime Provinces stand resolutely for the rights vested in them in regard to the National Transcontinental. Let there be no more dallying with the matter. Let the National Transcontinental be put to work. Let it do the work for which it was built."

The danger of financial collapse in France is increasing. The franc has reached a new low level, and the people are beginning to convert their money into "something tangible—houses, diamonds and even raw gold and platinum." Popular distrust of all government measures to better the situation has produced a condition approaching panic.

Professor McLennan of the University of Toronto believes scientists will develop a fuel many times as powerful as anything now known. This is just the time of year for the professor to get a good hearing on that subject, but we judge that the goal is not immediately in sight. The idea apparently is to get a 100-per-cent kick out of hydrogen for use as fuel.

"He pointed out that it should be theoretically possible to begin with hydrogen and instead of destroying only part of the matter and producing helium, to destroy the whole and so produce only mechanical power. Professor McLennan stated that by so doing heat sufficient to bring four cubic miles of water to the boiling point, it is believed, can be generated from a small quantity of hydrogen, the cubic size of which would be no longer than that of the human body."

It might be all right to warm the Atlantic with a bit during the winter, but the professor should be on his guard against ill-disposed persons who might want to bring the whole ocean to the boiling point.

## Odds and Ends

### The Cow-barn

(J. Butterfield in Vancouver Province.)  
Word comes from disinterested sources that the building inspector of that city has banned the Charleston in certain elderly halls and that he will make his general file in the other buildings show upon inspection that their joists and walls are not standing up under strain. In other offices, he enforces property owners have not waited for official action and have banned the thing themselves.

I first encountered it in a place called the "Samovar." Which is described in its advertisements as a "converted cow-barn." It is one of those places where strangers go who think they may there observe the wild life of the New York student in Greenwich Village. For the amusement of these people, gangs of factory girl and messenger boys make a noise—and dance the Charleston, with both feet. The effect on the floor of that place and upon the ears of the visitors is to make them wonder if the cow-barn had really been converted. There is also an annex for the calves.

### Not a Comparison.

(Manitoba Free Press.)  
A farmer down in Ontario discovered evidence of a fight between a goose and an owl. No, this has nothing to do with Oct. 29.

### "A Friend of Dickens."

(Philadelphia Public Ledger.)  
"Friend of Dickens" is the proud title to fame of a Londoner who has passed away at the age of 98. Percy Fitzgerald was biographer of the novelist, first president of the Dickens Fellowship, founder of the Bos Club. He numbered Thomas Carlyle and Charles Reade among his intimates. But he liked best to be known and remembered as a crony of the creator of Oliver Twist, David Copperfield, Little Nell and the rest of the immortal characters who are more real to the busy modern world than many contemporary figures. In Philadelphia the Dickens Fellowship has just held a meeting to commemorate Judge Patterson, and its president, as the culmination of the tribute to the genial humanist, called him one of the great Dickens scholars of the world. That is an appellation that any man with the genius for friendship would like to win, for the lover of Dickens is infallibly a friend of the race and, by inclination, a benefactor, with the

## Just Fun

A WELL-KNOWN SURGEON says that if your feet ache you should visit your dentist. But the roots don't really go down as far as all that. They only feel like it.

ABOUT the only things that mediums have been unable to materialise are figures of speech.

PAYING your debts is a good habit, but very expensive.

A FABLE: Once upon a time there was a pretty girl who defined the term "neck" as that portion of the anatomy between the head and shoulders.

MAYBE that fellow who lived several days in a New York sewer was a popular novelist in quest of further material.

"YOU can't sit quiet and produce profits," says an efficiency expert. But the hens do pretty well at it.

NO INTEREST IN IT  
"SAY, my wife wants to know what you do at the bank."  
"Teller."

MOTHER: "What do you think of my daughter?"  
Gentleman Caller: "I am sorry, but I am no judge of painting."

## LOYALTY

A man may lose his house and lot,  
His friends may pass him by,  
He may not have a thin dime left  
To let a slab of pie;  
But if he owns the homestead  
And saddest dog in town,  
He has one pal whose honest love  
Will never turn him down.

A man may kick his many pup  
And cuss him day and night,  
Still will the faithful cur be true  
And greet him with delight;  
Lifelong he sits upon the porch  
And wags his happy tail,  
To greet his lord when he shall come  
From Congress or from jail.

THE length of time a man is able to hold his breath is regarded as an indication of health by a New York physician. If this is true, we know a number of politicians who are terribly ill.

THE surprising thing about those persons who read the moving picture titles out loud is that they can read.

HISTORICAL NOTE—George Washington married, and in due time became the father of his country.

RASTUS: "Why is dat a black cow gives white milk what makes yellow buttah?"  
Sambo: "Dat's easy! For de same reason his oberberies ain red when dey is green."

TWO-PANTS SUITS just increase the difficulty of remembering where the key is.

ONE WAY to live to a ripe old age is to avoid being so infernally rotten while young.

SHE: "You certainly eat well."  
He: "I ought to, I've practiced all my life."

spirit of Tiny Tim in his heart, instead of the mean disposition of Scrooge, the whole year round.

## Funny Ambitions.

The question in an English periodical: "What would you like to be?" brought out many clever and amusing answers. Here are a few of them.

The sun, because it is always sure of a rise.

The letter "G" for then I should always be in the midst of comfort.

A shoebaker, because I should be continually shining before my fellows.

A man of forty with the ideals of twenty and the judgment of sixty, to make life worth living.

At a billiard hall, frequently kissed, carefully nursed when necessary, and not out of pocket even when in a hole.

Lloyd George Turns the Laugh.  
(Boston Transcript.)  
Some examples of Lloyd George's humor are now going the rounds of the press. Here are a couple of them which show the little Welshman's skill with the quip.

At one of his meetings a sudden fella in the gallery kept calling out "Hats! Hats!" "Will someone please take the Chinaman his dinner," was the clever and effective retort.

At another gathering a man shouted: "Oh, you're not much of a dancer, but my father was a very poor man. The cart has long since disappeared, but I see the donkey is still with us."

A Sailor's Wife.  
(Sydney Gordon in Montreal Star.)  
Cold and the night, the wind is cold that shakes the bare, brown trees;  
Cold is the drifting rain, and cold—ah, cold—is the heart of me,  
For on this night the fishing fleet takes out my man to sea.

There is a glimmer on the day, a warm wind stirs the tree;  
The blinding loud, but not so loud as does the heart of me,  
For on this day the fishing fleet brings home my man from sea.

The sunlight sparkles on the waves, the birds sing on the tree;  
But, oh, there is a bitter cold within the heart of me,  
For when the fishing fleet came home they left my man at sea.

"Safety First."  
(London Free Press.)  
Captain Carpenter, V. C., the hero of Zeebrugge, whom London remembers as perhaps the very finest lecturer who came to the city during the war period, has recently won a prize in the monthly poster competition of the National "Safety First" Association of England with the slogan:

"Life is short; don't make it shorter."  
Commenting upon the award, a columnist of The London Observer questions: "But what has a V. C. to do with Safety First?"

Despite its ring of smartness, The Observer's question is both rapid and silly. The man who penned it in all probability sat throughout the war in "armchair state and pedagogic pomp."

Or it may be that he is a new hand taken on since that world-wrecking catastrophe.

## Statesmen of Europe Pull Together



Austen Chamberlain and M. Briand are to be awarded the Nobel Peace Prize.

## The Best of Advice

BY CLARK KINNAIRD

THE ROAD TO PEACE.

FRANCE and Germany agree not to fight each other again, and the world begins to think again that possibly, after all, there is such a thing as peace.

And the Man in the Street asks, as he pays another mile of the cost of the last war, when will all wars cease? It is easy to answer his question: "Not within the life of any one now living," with the assurance the answer will be good for several generations. Leagues of nations cannot end wars. The members of a family quarrel and fight with one another as well as outsiders, and often a greater degree and with more venom.

It is just the same in the State; among people living in one State, a struggle continues just as with people outside the State, only it is carried on under other forms. In one case the slaughter is done with bombing planes and poison gas and guns that shoot fifty miles, in the other it is done with hunger.

A PROFESSIONAL Optimist proclaims that the world is getting better, on the grounds that "social progress brings morality." He classifies peace as an eventuality of social progress.

A long time ago Tolstol observed that to assert that a social progress produces morality is like asserting that the construction of a stove produces heat.

If the law of struggle for existence and the survival of the fittest is the eternal law of life, and one needs only to look around to see that it is—then no longed-for discussions about social progress and an ethical law supposed to flow from it, or spring up from no one knows where, just when he happens to need it, can disturb that law.

IT is obvious that as long as social progress collects people into groups, then the struggle and survival will continue among those families, tribes and nations, and the struggle will not only be more moral, but it will be even more cruel and more immoral than that between individuals, as we see in actual life.

## Poems That Live

### THE CHURCHYARD.

One night, when silence reigned around,  
Hear sweet music rise,  
Whose harp-like and harmonious sound  
Came from the star-decked skies.

And when had died each silver tone,  
The spirit passed away,  
And left me a sad mourner lone,  
On this dark earth to stay.

My sister, may it ever be  
That from thy home on high  
A hymn of peace may check in me  
Each dark rebellious sigh.

Then, sister, shall I truly know  
That mortals of the blest  
Wait till from heaven below,  
My spirit enters rest!

—Charlotte Bronte.

## Other Views

### SOVIET ISOLATION.

(Moscow Izvestia.)

(Foreign propaganda that Russia is ready to enter the League of Nations is categorically refuted.) The British press, in circulating these rumors, is ready to prepare public opinion, by psychological process, for the reception of the theory that the Soviet Union is responsible for its supposed lack of goodwill in the matter of peace. A section of the German press gives credence to the same rumors with the object of paralyzing the efforts of the League of Nations and the Locarno pact. Careful statement leaves no doubt whatever of the negative attitude of every public group in the Soviet with regard to the League of Nations and the Locarno pact.

### WEAPONS OF PEACE.

(Deutsche Allgemeine Zeitung.)

Now that the disarmament of the Reich is officially recognized by the evacuation of Cologne, France should proceed to its own disarmament. It is comprehensible that France should keep 700,000 men under arms, if Germany keeps a large number of troops. But the German army no longer exists. In the League of Nations, Germany has demanded permanent general disarmament. As long as the abnormal situation exists of a disarmed Germany facing other Powers who are engaged in an armament war, Germany will not even be able to adopt a foreign policy, for to have a policy without an army is like giving a concert without instruments. This was always the point of view of "Old Fritz" (Frederick the Great).

### THE SOVIETS AND THE LEAGUE

(Warsaw Kurjer Polski.)

(Rakowsky, in an interview published in the London Observer, denied the rumor that Soviet Russia would join the League of Nations.) M. Rakowsky has declared against Soviet membership in the League of Nations, but he has made it clear that the Union of Soviet Socialist Republics would be ready to take part in an international organization established on a broader basis than that of the League of Nations, and whose weapons would be entirely pacific, whilst its principal task would consist in the regulation of the world's production of goods of credit and natural resources particularly. There can be no doubt that Rakowsky's interview indicates the real opinions of the controller of the Soviet Republic. With this reservation, therefore, the question of Soviet membership in the League of Nations has been settled for the moment with a decisive negative.

### PEACE IN MOROCCO.

(Paris Temps.)

The situation in the north of the Sherrefian Empire today is such that any premature peace would be an indication of failure on the part of France and Spain calculated to compromise seriously their prestige in the eyes of the inhabitants and would create grave

## Who's Who

IN THE DAY'S NEWS.

### SIR AUSTEN CHAMBERLAIN.

THE Most Noble Order of the Garter has been conferred upon Austen Chamberlain, Great Britain's secretary of state. King George conferred the honor upon him to mark the closing of the Locarno peace pact, which Chamberlain signed in behalf of Great Britain. He is the only knight of the order of the Garter who is not a peer or a king. The last person to be elevated to the order was the Earl of Balfour in 1922. Chamberlain arrived earlier than the rest of the guests at a tea which the English sovereign gave after the signing ceremonies and the King formally invested him with the Order of the Garter. Sir Austen is ranked as one of England's greatest diplomats. Born in 1863, he was educated at Rugby, Trinity College and Cambridge.

From 1889 to 1890 he was civil lord of the admiralty. Later he held the post of financial secretary to the treasury, from which office he went to that of postmaster-general. The duties of chancellor of the exchequer and member of parliament were next to devolve upon him.

Immediately prior to the world war he was chairman of the royal commission on Indian finance and from 1919 to 1917 he was secretary of state for India, from which office he resigned to become a member of the war cabinet.

## Dinner Stories

NOT long ago a patron of a cafe in Chicago summoned his waiter and delivered himself as follows:

"I want the meaning of this. Look at this piece of beef. See its size. Last evening I was served with a portion more than twice the size of this."

"Where did you sit?" asked the waiter.

"What has that to do with it? I believe I sat by the window."

"In that case," smiled the waiter, "the explanation is simple. We always serve customers by the windows large portions. It's a good advertisement for the place."

A CLERGYMAN who was also a wit, once preached rather a long sermon from the text "Thou art weighed in the balance and art found wanting."

After his congregation had listened for about an hour, some began to get weary and went out. Others soon followed, greatly to the annoyance of the minister.

"What a person started, whereupon the person stopped in his sermon and said:

"That's right, gentlemen; as fast as you are weighed pass out!"

And the others waited until the sermon was ended.

THE professor had asked time and again for the students to put more personal touch in their theses, so one of the papers which he received ended thus:

"Well, professor, how are the wife and children? I hope you are well. I forget it, could you lend me five dollars?"

A SMALL boy who had recently passed his fifth birthday was riding in a suburban car with his mother, when they were asked the customary question, "How old is the boy?" After being told the correct age, which did not require a fare, the conductor passed on to the next passenger.

The boy sat quite still as if pondering.

Open Saturday Till 10 p. m.

WILLIAMS AND KARS  
(Montreal Gazette.)

Dec. 9 was the 125th anniversary of the birth of General Sir William Fenwick Williams, the Canadian-born hero of the siege and battle of Kars in the Crimean war. Born at Annapolis, N. S., on December 10, 1800, he entered the British army in 1823 and his services were lent to Turkey in 1841.

He was promoted to Lieutenant-General and a Pasha, he practically commanded the Turks at Kars, and won fame for a heroic defense before cold, famishing and hopelessness of aid from without compelled an honorable capitulation. After the close of his Turkish service, he had a long and useful military, parliamentary and colonial career, commanding the Canadian forces from 1869 to 1886, and serving the next five years as Governor of Nova Scotia. He died in London on July 26, 1888.

IN any dependable compilation of the elements of success, JOY OF WORK must be placed first.

Next perhaps, comes what is usually known as GOOD JUDGMENT.

We all know that ENERGY is essential.

And no less important is the god-like quality of IMAGINATION.

And to these might be added DIS-SATISFACTION.

A man is no longer of any value to the world when, satisfied he sits back in his chair and thinks that there is nothing else to be accomplished or improved in this world.

Widely it is observed, "We must realize that the old teaching, that what was good enough for our grandfathers is good enough for us, is not true. Nothing came to be good for us. There is always the chance to progress, always the chance of doing things better."

PERFECTION is one of the things man never attains.

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ing over some question, and then, concluding that full information had not been given, called loudly to the conductor, then at the other end of the car: "And mother's thirty-one!"

AN Old Scotch lady had the habit of driving to church. Her coachman, when he considered the sermon

nearly at an end, would slip out quietly to have the carriage ready. One Sunday John, after hanging about the door, grew impatient. Creeping down the aisle toward his mistress, he whispered, "Is he no near done yet?"

"Done!" returned the old lady in high indignation, for her patience had long been exhausted, "he's done half an hour since but he'll no stop!"

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