

The Evening Times-Star

ST. JOHN, N. B., OCTOBER 8, 1923

The St. John Evening Times is printed at 27 and 29 Canterbury street, every evening (Sunday excepted) by New Brunswick Publishing Co., Ltd., J. D. McKenna, President.
Telephone—Private exchange connecting all departments, Main 2417.
The Times has the largest circulation of any paper in the Maritime Provinces.
Special Advertising Representatives—NEW YORK, Frank R. Northrup, 350 Madison Ave.—CHICAGO, E. J. Powers, Manager, Association Bldg.
The Audit Bureau of Circulations audits the circulation of The Evening Times.

DO YOUR SHARE

This is Fire Prevention Week, and the good to come out of it depends directly upon getting both individuals and organizations to think and act with the determination to prevent their share of the terrific annual loss in property but life and limb also, resulting from preventable fires. In the matter of carelessness about fire Canada is one of the worst offenders in civilization, and that fact, proved by statistics not to be disputable, is unworthy of an enlightened people. Not counting forest fires we in Canada, in the last ten years, have suffered the loss of more than 4,000 lives and \$200,000,000. The worst of it is that things have been getting worse instead of better, for the fire loss of 1922 was made a new bad record, amounting to a total of \$54,290,000, and that, be it remembered, did not include the immense loss due to forest conflagrations.

Some definite suggestions for this week of inspection and precaution are made in the federal order-in-council, fixing October 7-13 as a period of national activity for the reduction of risks. Among the things urged are:

The inspection of every dwelling and its surroundings by the occupants, to detect and remove that which is likely to cause or promote the spread of fire.
The examination of all public buildings, stores, warehouses and factories, and the removal of rubbish, to prevent fire and promote health and safety.
The inspection of all hotels, theatres, restaurants and other institutional buildings, and provisions for any changes necessary to the safety of the occupants in the event of fire.
Fire drills in the schools, for the inmates of institutions, and for the employees of large establishments to promote a greater degree of safety and to make sure that all are acquainted with the quickest mode of exit.

First special instructions on fire prevention given by teachers and by municipal officials in the schools and that the pupils receive appropriate literature.
Other suggestions include instruction activities by Boy Scout leaders and the owners of lumber camps, and precautions are urged upon hunters and all whom business or sport calls to the woods.

Good citizenship and self-protection alike should consider these activities to all. Too often we think little of the fire danger until it is too late. The very figures are amazing proof of the common lack of precautions—the failure to be sure rather than sorry. And in these matters no individual is entirely his own. One individual's carelessness may mean loss to others, perhaps death or injury to others.

MORE WINTER BUSINESS.

That the people of the Atlantic ports can and will do more to conserve Canadian shipping and importers to use these ports to a greater degree is true enough, but still more is required. Here and elsewhere the people will have in mind how many of the federal government and the Canadian National Railways themselves can do, how much they are in a position to do, in bringing to reality the policy of all-Canadian transportation. In their hands lies not only the perfection of the equipment of the ports, but also to a great extent the direction of traffic. In theory the shippers may route as they please, it is true, and to a great extent in practice also; but the government railway system, a vast system now—public property, a great direct lever of public business, and the getting of business for their own ports is as much the duty of the C. N. R. as it is to provide rolling stock. What builds up these home ports builds up the public railway system as well, and will give it the added volume of traffic and the augmented revenue which must ultimately enable it to expand its equipment and lower its rates likewise. The day when it can do so will come.

Sir Henry Thornton only offer to place a special train at the disposal of business men and public representatives from St. John and Halifax to make a tour of Western Canada and present the advantages and claims of these ports suggests, as he would be the first to realize, but a part of what must be done. The railway itself can do an immense amount along that very line in presenting individuals to the shippers with whom its agents are constantly in touch the merits of these ports, the proof that for practical as well as patriotic reasons traffic should go through them, not through alien harbors. Whatever direct efforts the people of Nova Scotia and New Brunswick make to educate the West in this respect, they will act with more effect and with greater confidence when they know that the directors of the Government system are exerting

themselves to the utmost to have Canadian ports absorb the greatest possible percentage of export and import traffic.
Here in St. John particularly our people recall the tremendous volume of freight handled with the facilities then available during the war. There was only one thought then, to get the freight to its destination in the shortest time possible. We had an object lesson in those days as to what Canada's Atlantic ports, St. John especially, could do when the railways aimed the traffic through them.

The increase in the British preference on direct imports has improved matters somewhat so far as imports are concerned. It is said officially that during July ninety per cent. of the goods imported under the preferential tariff came through Canadian ports. That tariff change in itself should mean more business for the Atlantic ports this coming winter, and an increase in imports makes it easier to secure return cargoes. Some day our preferential tariff may be used to a still greater degree to invite direct imports. That would be good for the ports and for the whole country.

The people of the Atlantic ports will welcome any action showing that the actual business of carrying more traffic for them is being carried on by the government-owned system, not merely because the ports want the business but because it is true that, under proper conditions, it can be handled to the best advantage in the end through the all-Canadian plan. This, with a great wheat crop harvested, and with rising exports, the country should see an increased utilization of its ever-open winter harbors.

Confusion of Hon. Mr. Fin's impression that more favorable rates for the Maritimes are coming soon will be awaited hopefully.

A REVOLUTION.

Speaking of revolutions in the way of living, not so many years ago there were no motor cars, and now the people of Ontario spend nearly \$130,000,000 a year in operating, repairing or replacing their automobiles. The statistics published recently that the people of Nebraska spent \$133,000,000 on motor cars last year, and several Ontario folk began to work out a comparison. Ontario issued licenses for 210,000 passenger automobiles, 24,000 commercial cars and 470 motor cycles last year. The Toronto Star figures that "allowing an annual outlay for operation of \$400 for each one of the 231,000 cars means a total of \$94,000,000, and supposing cars cost on an average \$1,000 each and allowing fifteen per cent. for replacements gives \$35,000,000, or a total of \$129,000,000." The Orillia Packet, a bit horrified by this array of dollar figures, proceeds to enlarge the comparison. Ontario's most valuable field crop is hay, which in 1921 was valued at \$70,000,000. The Packet adds the second crop, oats, \$38,000,000, and says it "would still be necessary to throw in the greater part of the cattle sold and slaughtered, value \$37,500,000, in order to pay 1922's automobile bill. Or to put it another way, the total value of Ontario's field crops in 1921 was \$32,000,000, and more than half of it was spent on automobiles in 1922—much more than half if the expenditures on roads and other incidentals is considered."

This, looking back to the not distant day when there were no motor cars, is a new expenditure, and the Star asks where the people of Ontario get the \$129,000,000 to meet it. The answer is not far to seek. They get it by working. The new age has brought more money to meet the added necessities and luxuries, and most of the motor cars are not luxuries or proof of reckless extravagance in spite of frequent arguments to the contrary. There are people, to be sure, who buy cars, and much else, that they cannot afford, but they are the exceptions. A great many of the automobiles are used partly or chiefly for business.

The figures are extraordinary, it is true, but the people of Ontario, or of other provinces, where the number of cars in operation is large and on the increase, are not plunging into ruin any more than they were before the motor car was invented. They are, in fact, growing in material possessions, in income, and in comfort year by year, though not all of them are always ready to admit it. Even in the villages today, in New Brunswick and throughout Canada, one finds a high proportion of the people driving cars of one kind or another. People say ours is an extravagant age. It is. Every generation seems more extravagant than the preceding one, but each generation lives in circumstances unknown to the one before. Very likely the next generation will be talking of extravagant expenditures on flying machines. Anyhow, next year we will see a new high record in the sale of automobiles, for times will be better and there will be large additions to the army of purchasers.

SHADOWTIME

(Allen Ward in N. Y. Herald.)
Sometimes when shadows of the night are falling,
Between the pines where elfin people creep,
I seem to hear the sweetest voice low-calling,
From out the darkness magical and deep.

With the tall eerie trees I'm vigil keeping,
And musing gaze across the still lagoon,
Stars from the doorway of the sky are peeping,
At that old witch mysterious, the moon.

The magic spell with hours of night is blending;
Along the sands the tide waters crawl;
Fond memory the quiet way is wending,
When purple shadows come, and dreamfolk call.

LIGHTER VEIN.

Would Be Joy For Her.
Miss Peak-Poor Made is in trouble. She's had proposals from two men and she can't choose between them.
Miss Peasey—Heavens! And does she call that trouble?

He'll Stop.
Pa—At last I've found a way to make that young scamp of ours stop whining his eyes.
Ma—How?
Pa—I'll show him the article in this science magazine where it says that every time we wink we give the eye a bath.

Empire Year

(By Sir John Foster Fraser)
There are dates which stand out boldly in the story of our race, the coming of William the Conqueror, Magna Carta, the birth of Shakespeare, the death of Nelson, Waterloo, the outbreak of the Great War. Next Year, 1924, will go down through history as Empire Year.
A strange, unparalleled thing is our Empire which came into existence almost as an accident, which is held together by no written code, but by the silken thread of loyalty to the Crown and the affection of brothers scattered throughout the world. I am old enough to remember when home-stay Britons regarded what were called the Colonies as something of a nuisance and with no regret at the prospect of the time when they would break away from the old home and fend for themselves; but I am proud to have lived to see them advance from being the children of Britain to lusty, adventurous, progressive grown-up sons, independent Commonwealths, Dominions, Unions, co-equals with ourselves in the Empire. Rome, with all its pomp had not a tithe to show compared with the wonders of the British Empire.

Next year we will celebrate the unity, the solidarity, of the Empire. Stated slowly and soberly, but shared John Bull is preparing to give greeting to the strong limbed men of Canada, the sturdy sons of the happy Australians, the slim energetic and experimental New Zealanders, the men who are making South Africa prosperous, the men of the Crown Colonies and the innumerable possessions scattered throughout the seven seas, the sons of India, men of many races and religions, but living in freedom under the Union Jack.

At Wembley, within the great heart-throb of our race called London, thousands of men are telling their story of Empire. There is a meeting where not only will be exhibited the best of the Empire, but where all the Britons, far-separated, making new lands fruitful, will meet many of them for the first time and look into each other's eyes and know that however distant they may live from each other, they are brothers. We want to see these men and women of our own blood whether they come from the great cities of England or the back-booms of the prairies or the back-booms of our dependencies in the East or the islands of the Pacific, and we want them to see us.

If there be a lingering sentiment amongst our overseas brethren, as I believe there is, that there is a superciliousness on the part of the Englishmen to those who live in Canada, Australia or elsewhere, we are going to show them how wrong they are. We have the reputation of being generous, but hospitality to strangers without our gates. How then shall we treat our own brothers? There plenty of evidence that next year London will surpass itself in the exuberance of its hospitality.

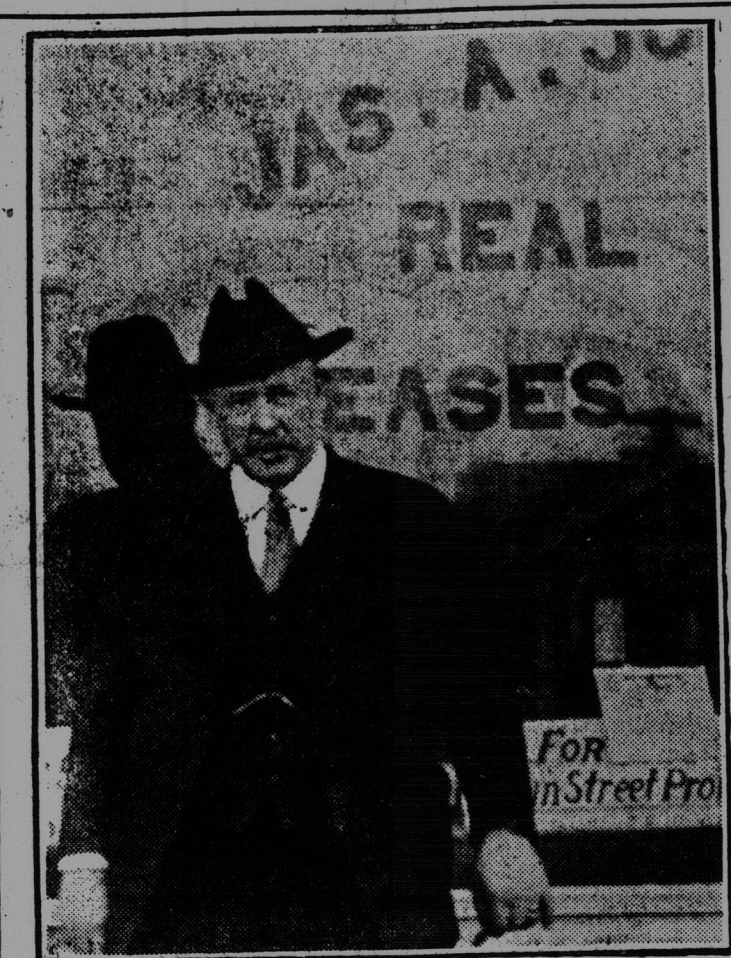
"How do they know of England who only England know?" is a line that will be quoted at many a banquet. It is true. But there is a gathering where stories of men who have achieved notable things or of the latter, described as a "multi-millionaire" was lately asked by an interviewer to give his ideas on money making. As reported, his pithy and sage observation was that "it is easy to make money, but difficult to keep it." The remark stirred old memories: after much counselling of brains and starting up of the processes of the subconscious mind and taking down of books from shelves, these great themselves.

It was in "Henrietta Temple," a novel dating back to 1837. In a conversation between two of the characters, we read: "It is a great thing to make a fortune," said Ferdinand. "Very great," said M. Bond Sharp. "There is only one thing greater, and that is to keep it when made." No, there is nothing new under the sun, and the world is simply pushed back and the world from whom Disraeli took the saying—as he took the "dissolution of all sensible men" from Swift.

SIGNS AND PORTENTS.

(Montreal Gazette.)
To those who believe in signs and portents, the sum of this year's figures, 1923-15—may afford some ground for the belief that events of importance, of an indefinitely far future, are pending. The last time the total of the year's figures amounted to fifteen was eight years ago, and none of us are likely to forget 1914. The year 1905 also saw happenings of world-wide interest, including payment by Russia to England of an indemnity for the North Sea "incident." In 1890 both Pitt and Fox died. 1815 was Waterloo; in 1824 Byron died; and in 1851 the Great Exhibition was held. What, we wonder, will be the outstanding feature of 1923?

Shelby Starts Back on Road To Normalcy



JIM JOHNSON, SHELBY'S MAYOR

Shelby, Mont.—So this is Shelby. Such is the more than likely exclamation on the lips of countless tourists purposefully misreading their way home through the now quite deserted streets of this bereft metropolis.

Shelby, which only a short time back basked in undiminished publicity as the training site and battleground of the new historic Dempsey-Gibbons fight, is getting back to normalcy.

But by no means has she lost her luster. True, her fling into pugilistic high finance about kayoed Shelby's money marks and made her life the unenvied specimen of a Montana county seat with a bank.
But the morale of her populace who dropped lost gold in his cage, but of the earliest discoveries of the human race was that it is easy to talk. The banker assumes that the burglar will shoot to kill, the burglar assumes that the banker will not. They may both be right in these assumptions. One may not, but the effect is the same as if they were right.
The situation is one in which the bank clerk cannot possibly draw first. He does not know that a robber is present until he is looking into the teeth of a gun. If a clerk were to pull a gun on anyone outside the rail who seemed to be feeling for his pocket, he would be feeling for his own throat as they reached for their handkerchiefs.

The banks require counters that nobody can climb over from the outside. And they require government inspection so that nobody can climb out from the inside and get away with the assets.
NOTHING NEW UNDER THE SUN
(Montreal Gazette.)
There is nothing new under the sun, not even in the wise sayings of great men. Several newspapers have sought "human interest" by getting the life stories of men who have achieved notable things or of the latter, described as a "multi-millionaire" was lately asked by an interviewer to give his ideas on money making. As reported, his pithy and sage observation was that "it is easy to make money, but difficult to keep it." The remark stirred old memories: after much counselling of brains and starting up of the processes of the subconscious mind and taking down of books from shelves, these great themselves.

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THE ROUT OF THE PROPHETS.

(New York Times)

In recording the complete defeat of German plans in the Ruhr, one ought not to forget to set down the entire failure of a large number of eminent prophets in England and the United States. It would be almost cruel to reveal their forecasts in detail and by name. Yet every one knows how dire were their predictions. France was about to ruin herself forever. The franc was quickly to go as low as the mark or the ruble. Moreover, all social cohesion and political order in Europe was to disappear. Civilization itself was in danger of being hurled into the abyss. One belated prophet, Mr. E. D. Morel, a member of the House of Commons, sums up in Current History for October the general predictions of those who could see nothing but gloom and despair, and mainly writes it down that today "Europe totters to damnation."

It is needless to dwell on the fact that the event has discredited those public men and writers for the radical press who foresaw the wreck of the European world. But it is desirable to remind them of their egregious misreading of the signs of the times, because they are obviously ready to come forward now with an equally

positive set of prophecies. They think that people will forget their past monumental blunders and give credence to them when they set about producing a new collection. A sense of modesty, if they had it, would seem to dictate that they retire from the prophet business when they set about producing a new collection.

Whatsoever you use a Screw
RAW PLUGS
Your Hardware Store has them
MINIUMS LIMITED
1000 BROADWAY

Our Free
Eye Clinic
Only forty-six pairs of
Glasses could be supplied
this last year out of the
funds of the St. John
Health Centre Clinic.

Knowledge of the gain
they give most backward
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The Health Centre
needs you, too, to lend a
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W. G. Stears
Paradise Block
Main 753—Upstairs.

NEW
Wall Paper
The Time for Fall House-cleaning is
now here. We have received 2,000
Rolls of the new 1924 designs, suitable
for Bedrooms, Kitchens, Diningrooms,
Bathrooms, etc. per roll up. Also real
Bargains in Parlor Papers in Tapestry
designs at one half the regular prices.
Mureaux, Albion, White.

Foley's Fire Clay, 4c. lb.
Alarm Clocks, \$1.29, \$1.97.
Thermos Bottles, 50c.
Lunch Kits complete, \$2.19.
Burny Google, Yes—We Have No
Bananas. Get Yourself a Piece of Cake,
and all the latest Starr Records, 65c.

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Zino-pads
Put one on—the pain is gone!
Write for FREE SAMPLE
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DON'T LET THE FIRE
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