

The Evening Times and Star

ST. JOHN, N. B., SEPT. 20, 1919

The St. John Evening Times is printed at 27 and 29 Canterbury Street, every evening (Sunday excepted) by The St. John Times Printing and Publishing Co., Ltd., a company incorporated under the Joint Stock Companies Act. Telephone—Private exchange connecting all departments, Main 2417. Subscription prices—Delivered by carrier, \$4.00 per year; by mail, \$3.00 per year in advance. The Times has the largest circulation in the Maritime Provinces. Special Advertising Representatives—NEW YORK, Frank R. Northrup, 303 Fifth Ave.—CHICAGO, E. J. Power, Manager, Association Bldg. The Audit Bureau of Circulation audits the circulation of The Evening Times.

"HANDSOME IS AS HANDSOME DOES"

The people of St. John should long since have discovered that in the matter of railway connections and terminal facilities they will not get anything from the Federal government, or from the various bureaus or commissions to which the Federal government delegates powers, without fighting for it. It is well to keep this clearly in mind in discussing the future of this port in connection with national transportation. There has been a surfeit of promises.

The proposal here is not to discuss the matter from a political standpoint. We do not assume for the purpose of this argument that St. John will fare any better at the hands of one political party than at those of another. The record in that particular is one of which Liberals need not be afraid, and for the present it may be left untouched. But the fact is that both political parties will continue to feed us upon promises unless we in St. John, and in the territory which St. John serves, make it exceedingly clear to the public men on both sides of the House that we never have been deceived by past promises and that we are disposed to judge present and future promises by the value, or lack of value, which has marked promises in the past.

For a long time past the government, and the Canadian National Railways Board—a creation of the government—have ignored St. John's value to the rest of Canada by reason of its open harbor and the short haul which constitutes a decisive advantage in sound national transportation. Had not this been true we should have had before this time a four-fifths grade between McGinney and Fredericton, and we should have had well under way all the terminal facilities necessary to handle the business which naturally should come to St. John over the railways under government control.

It is a fact that if, during the coming winter, there should be sent to St. John by way of McGinney that portion of the traffic which would naturally be coming here because St. John is the proper objective, we should be told that we have not the docking facilities, the yard room, the properly placed elevators, the immigration sheds, the trackage, the switching arrangements, and other facilities necessary to handle such traffic cheaply and expeditiously. Foresight would have cured this situation; it is not the fault of the people of St. John or of New Brunswick.

But such foresight has marked the policy of the government, and of the government's creations, has been directed toward constructing terminals at Halifax and improving the Moncton-Halifax railway connection, with the idea that Halifax is the natural terminus of the bulk of the export and import business of this country after ice has locked up the great St. Lawrence.

And this, as the Evening Times ventures to suggest, is the situation confronting St. John today, a situation calling for prompt, energetic, aggressive conference, and action between those organizations and those men in St. John who believe in the port, who know how good our case is, who approved of the policy under which St. John spent millions of its own money to secure recognition as a winter port.

The people of the Great West and Ontario have in the House of Commons sufficient members to hold the balance of power if they act in concert. Those western and Ontario members have no prejudice against the port of St. John. In fact, taking the business view, they want their export and import freight so routed that it will be hauled as cheaply and as rapidly as possible. We must take our case to the highest court in the country—the House of Commons, which makes and unmake governments. We must show them what the real situation is. We must make them see that this is not a local question with us, but that, in a very true sense, our business is their business.

We must ask them as reasonable men why freight is hauled past Dorchester, when the fact is that the same locomotive power which hauled it to Dorchester, one hundred and fifty odd miles from Halifax, would haul it to the steamer's side in St. John. If we do this, and if we concentrate upon it as the first business of the hour, we shall have no great trouble with the politicians.

We must have on the floors of the House of Commons, regardless of politics, men who can hammer this case home and win from the first court of the country a definite and comprehensive plan of national transportation which will serve Canada by putting St. John on the front street.

WELCOME VISITORS.

It is to be hoped that Irvin S. Cobb will find it possible to accept the invitation to address the Canadian Club during his stay in St. John next month. Mr. Cobb is one of the best known writers on the continent and has been hailed as the foremost of present-day American humorists. There is depth as well as sparkle to much of his work and his experiences in the war some during recent years have given him an immense fund of material from which to draw inspiration for his writings. As a lecturer also he has proved immensely popular and an address by Mr. Cobb would be hailed with delight by those who have followed his work and who would welcome the opportunity to hear him.

Other members of the party of writers who are to pass through St. John on their way to the sister province will be sure of an equally hearty reception. New Brunswick has received wide publicity of incalculable value as a result of the visit of the group of writers who spent some time here last year and, while this province is not the chief objective of the men who are coming in October, those who are interested in making known the attractions and resources of the province should not lose the opportunity presented by their stay in St. John.

We have in New Brunswick a country of unrivalled attractions, but these attractions must be made known more widely if we are to reap any great benefit from them. While we are ready to welcome all visitors to New Brunswick in hospitable fashion for their own sakes, we need not overlook the commercial advantages which are to be derived from an influx of tourists and sportsmen who would bring much money to the province, and leave most of it behind them when they depart. This is an opportunity to arouse the interest of a vast number of people who will read what these men have to write about their trip to the eastern provinces, and it is one of which full advantage should be taken.

The proposal to inaugurate a series of concerts in this city will be received with general satisfaction. St. John has given little encouragement to local musical talent and little opportunity for its development, and anything which would tend to remedy this condition should be encouraged. In addition to those whose knowledge of music gives them the ability to appreciate fully the best in that art, there are thousands whose appreciation may not be so critical but who enjoy good music and who would be glad of the opportunity to hear more of it. Reasonable support by the citizens to the plans suggested should make it possible to extend the project into something still more worth while. There can be no doubt that many people would find this a more profitable way of spending the Sabbath evenings after church than they do now, and the fact that there is nothing commercial in the aims of those promoting the scheme should remove that possible objection.

If the despatches correctly depict the situation in the Hungarian capital, the Roumanians continue to behave badly there, even though withdrawing their forces. They went into Budapest against the Allies' wishes and they evidently leave with poor grace. It may yet be necessary to deal a bit sharply with them.

Viscount Grey is on his way to the United States to fill temporarily the position of British Ambassador. That is an interesting report which names Mr. Balfour as ultimate permanent appointee to the Washington office.

After twenty-three years a man in Kansas City has confessed to the killing of his daughter, and another crime mystery is solved. There's something in the saying "murder will out."

With two treaties signed and a third presented, the Peace Conference takes a vacation, awaiting some show of a stable government at Budapest.

NEW MINISTER



Hon. Antonio Galipeault, M.P., the new Minister of Public Works and Labor for the Province of Quebec.



(Copyright by George Matthew Adams.)

TAXES.
Uncle Sam's as slick as wax is, and he's in a class alone; when he asks me for my taxes, I dig up with a groan; oh I dig the hard-earned money, put it in a sack of gunny, and with smile serene and sunny, I waste it so people tell me, hourly daily, that our Uncle burns the dough; he blows in the precious roubles like a drunkard blowing bubbles, caring little for the troubles that their earning made us know. It is wrong, Uncle Sammy, all our struggles to forget; for the dollars, cold and clean, we have earned in toll and sweat; you are welcome, when you need 'em, in the sacred cause of freedom, but you really shouldn't feed 'em to the crows, already yet. We have earned them digging 'taters, we have earned them steering freighters, and it jars us to our gaiters when you throw the seeds away. Uncle let there be an ending to the carnival of waste; quit this jamboree of spending; quit it, with seemly haste; save the taxes and the wages, so that on the shining pages of the works of future sages, your redemption may be traced.

CANADA—EAST AND WEST

Domestic Happenings of Other Days

A Tragic Earth-quake.
What a cliff that is upon which the upper portion of the city of Quebec is located. It is the pride of every one of the residents of the place and the wonder of all tourists who voyage up and down the St. Lawrence each summer. Up its rocky slope the little forces of General Wolfe made their hazardous climb to the Plains of Abraham one night to fight next day the battle they gave Canada to the British.

Every summer great masses of the rock are torn away from the parent cliffs and fall into the debris below. In many places the little houses seem to the sightseer to be in grave danger as they nestle at the base of the cliffs. But year after year they pass securely and without danger.

On Sept. 19, 1889, a great mass of the rock fell and the worst accident in the history of the masses occurred. A flood of earth, stone and trees tore down the hillside, burying deep the seven happy homes that had been erected under the shadow of the towering rock. Soon a crowd of busy diggers feverishly to unearth the victims of the disaster but when two days were over it was known that thirty-six persons were dead and another thirty were missing as a result of the fall. Some were buried deep beneath the debris that fell with little warning.

The St. Clair Tunnel.
For years traffic across the Canadian-United States frontier between Sarnia and Port Huron was hampered because a great river flowed between the two cities. Both were centres from which continental railway transportation lines branched. Ferry services were slow and costly and at the best but a poor way of meeting the enormous traffic opportunities the two nations offered.

A tunnel was first a dream; in later years it became a reality. One day engineers started the work that was to connect Canada and the United States by a hole beneath the St. Clair River. By compressed air a great shield was forced through the soil beneath the stream and foot by foot a tube was constructed under the water as the earth was removed. This work was carried on from the United States and Canadian camps met and with a shout a man climbed from one hole into another.

On Sept. 19, 1890, Sir Henry Tyler, chairman of the Grand Trunk Railway board, officially declared the bore open to the two Anglo-Saxon peoples dwelling in North America were united in a better trade relation. On the day following the final preparations for the real use of the St. Clair tunnel were begun.

THE BLACK BOREEN.

(Nora Chesson Hopper, in New York Evening Mail.)
There's a lane beyond the village that they call the Black Boreen, and grass is soonest green; And if you're there at noontide when shadows shortest fall, You'll hear a fair voice out of the hedgerow call— So they say!

If you should go at twilight into the Black Boreen, Shut fast the lids upon your eyes lest fairy hands be seen; Stretch out the ledge to hold you, to stop you as you pass, To draw you to their dancing upon the hungry grass— Och, you may!

If you should go by moonlight into the Black Boreen, You never will come out again as light-heart as you've been; You will have looked on beauty too much for earth to bear— Och, I was in the Black Boreen and saw the fairies there— Yesterday.

LIGHTER VEIN.
Mrs. Hanton—My ancestors were among the Plymouth Rock Pilgrims. Little Willie—Oh, now I know why ma says you're an old hen.—Baltimore American.

Naturally.
"I suppose when Hungary settles its government it will change its form of national assembly?"
"Why should it?"
"Because its Diet might not agree with its new constitution."—Baltimore American.

New Variety.
"Mama, I want a dark breakfast."
"Dark breakfast? What do you mean, child?"
"Why, last night you told Mary to give me a light supper, and I didn't like it."—Bijlitz (London).

First Rustic (in London Bystander)—It looks like Bill was going to marry that there widdy.
Second Rustic—Well, he might do worse. Her first husband left an uncommon good overcoat.

"Number, please?" says the fair, if dilatory operator, quoted in Life, "New-mind, central, I wanted the fire department, but the house has burned down now."

ORIGIN OF THE TRICOLOR

(By special correspondence of The Christian Science Monitor.)

Paris, France.—As one gazes at the innumerable flags decking the windows of the City of Light, which is gradually assuming its usual life, one realizes that the whole history of France is, so to speak, contained in the glorious emblem which has led France on through the bitterest of struggles to the greatest victory her heroic armies have gained until now. Yet the Bleu-Blanc-Rouge of the color of France symbolically sums up all the vicissitudes through which the country has passed since the earliest days of its national history.

According to a habit which was perpetuated for several centuries, the first kings of France had chosen, as their first emblem, the religious banner of the saint in whom they had most faith. As the first patron of the rising monarchy of France was Saint Martin, it was therefore very natural that the Frankish kings should have chosen his cope as a banner. It is more probable, however, that this was the banner of his abbot, St. Denis, and blue became the national color of France until the accession of the new dynasty of the Carolingians to the throne made it indispensable that the national standard should be changed, so as to affirm more strikingly the rule of the new sovereigns.

For the cope of Saint Martin, whose arms of France, was substituted the banner of Saint Denis, which the new kings had chosen as their particular patron. Now this standard of the Carolingians was to become celebrated in the course of French history under the name of ornaments either of silver or gold. Thus, red became in its turn the color of the kings of France; and during the Holy Crusades, they wore it on their coats-of-arms, and were still faithful to it until the latter part of the fourteenth century.

In the Wars of the Roses.
"Du Guesclin," says Mr. Roy, in his interesting "History of the Flag," "wore the Red Cross when warring against the White Cross of the English in Poitou. However, after the defeat of Agincourt, and when the King of England, Henry V., had become master of Paris and of the Abbey of Saint Denis, and had assumed the title of King of France, the French were obliged by force of circumstances to renounce a color which had become that of their victor and, by a strange irony, they adopted as their national emblem the white, abandoned by the English. And white continued to be the emblem of France, although it was not the exclusive color of the French, for, during the terrible religious wars waged under Charles IX and Henri III, these kings distributed red wigs and scarves to the partisans, while on the contrary, the King of Navarre and the Calvinist troops adopted white banners.

It is also curious to note that the tricolor which the revolution was definitely to adopt was more than once adopted by the kings of France—if not as a flag, at least as a livery! Thus, under Francis I, Henri II, Francis II, and Henri III, the royal pages were dressed in tricolor uniforms, and under Henri IV, the royal halberdiers and footmen were clothed in tricolor costumes. Nor was this simply due to a royal caprice. For Henri IV, the tricolor was already the national emblem of France. As proof of this, it is only necessary to point out that when, at the end of his reign, Holland asked leave to assume the French colors, he was instantly consented to, and the flag which he sent to the Stadtholder of Amsterdam was a tricolor flag!

Tricolor Ever Popular.
At the wedding of Louis XIV, the documents of the time specify that the "gens du roy" consisted of tricolor checked suits, whilst the red costumes which had been worn since the time of Louis XIV by the royal servants were always trimmed with blue and white braid.

The tricolor was not officially recognized as the national emblem of France until the revolution. Yet, strange to say, at the beginning of the eighteenth century, French soldiers donned the tricolor when the alliance formed between the kings of France and Spain and the elector of Bavaria. When the three armies were combined it donned a cockade, which, in order the better to symbolize the union of the three nations, would unite the colors of each. Thus it was that the white of France was allied to the red of Spain and to the blue of Bavaria.

However, in 1789, the revolution came very near adopting green, popularized by Camille Desmoulins at the Palais Royal, as the national emblem of France. But it was remembered, just in time, that green was the livery of the Count of Artois, the most unpopular of all princes, and thus it was definitely rejected. It was then proposed that France should adopt the colors of its capital, the city of Paris, red and blue, already celebrated in more than one popular riot, and which the Provost Etienne Marcel had worn as early as 1488 on his revolutionary hood. To these colors the new standard of the French people soon joined white, which belonged to the national guard of Paris, still faithful to royalty and its emblems.

The tricolor was definitely adopted only a few months after the taking of the Bastille, and Bailly and Lafayette offered a tricolor cockade to Louis XVI in the great hall of the Hotel de Ville. The convention ratified this choice of the national emblem at the sitting it held on the 27th of royal rose (January and February) in the second year of the republic.

"The pavilion as well as the national flag will be formed of the three national colors in three equal bands, so that the blue may come next the staff, the white in the middle, and the red wave in the air."

Several decrees, a law of 1791 concerning the flag of the republic and another dealing with the flags of the national guards, sanctioned the three colors of the French flag in the order mentioned above.

Truly the tricolor is the only flag worthy of floating over the soil of modern France which is formed out of the debris of ancient Gaul. For, by a strange coincidence, the tricolor unites the three colors adopted eighteen centuries ago by the three great nations when then peopled Gaul—the blue of the Celt, the white of the Belgian, and the red of the Aquitanian Gaul.

Suicide for \$150.
London, Sept. 20.—"I owe \$150 for rent," was the reason given by Mrs. Betty Lilley, a widow, of Forest Gate, in a letter left in the room where she committed suicide.

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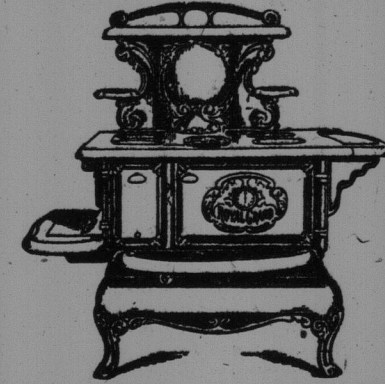
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