# POOR DOCUMENT

# Editorial

The Evening Times=Star

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SAINT JOHN, N. B., NOVEMBER 13, 1926.

### NATIONALIZATION

T IS understood that the City Council and Board of Trade are devoting some attention to the question of the nationalization of the harbor. This metter is the most important that has been brought before the citizens of Saint John for a long time. present structure was under consideration 30 years The question of harbor development has been a live issue ever since the Canadian Pacific Railway untiring zeal that the completion of the building extended its rails to Saint John and was given access to a wharf on the West Side. The city itself for a long time had to provide the funds for enlarging the port facilities. When the late Hon. William Pugsley became Minister of Public Works he prevailed upon the Government of that day to assume responsibility for dredging and wharf building, and we have since been dependent upon the good will of Parliament for harbor extension work. The city could, of course, issue bonds and provide further facilities; but provision would have to be made for interest and sinking fund, and, as Mayor White has pointed out, such provision would involve an increase in harbor charges which would drive shipping away. This is a national port. It ought to be developed as such, and the citizens should have a reasonable assurance that if they given up control the work of harbor improvement will be proceeded with and the facilities kept ahead instead of behind the requirements of traffic. It is obvious that the present facilities are not equal to those requirements; and, if we are to secure the traffic to which this national port is entitled, a comprehensive scheme of harbor development is necessary. Of course an agreement must be made between the city and the Government relative to the very large expenditure the city has itself made in the past in the interests of national trade. Such an agreement, and a reasonable assurance that the needs of the port would not be neglected, would remove objections to the policy of nationalization and control by such a commission as has been suggested by the Board of Trade and Premier Baxter, to be composed of representatives of the Federal Government and the two transportation companies. Whatever is agreed upon should be satisfactory to the citizens at large, and there is urgent need that all the citizens be united, and that no political or other consideration than that of the public welfare enter into the deliberations.

THE LATE R. C. ELKIN ANOTHER link with the old shipbuilding days in Saint John was broken this morning with the death of Mr. Robert C. Elkin, head of a firm

of ship brokers which bears his name. His loss will be felt keenly, particularly by many of the clder people of the city with whom he was assogiated in the half century during which many vessels, built under his direction, sailed into and out of the port.

along the water front, as well as in the civic affairs of the community. For a time he was a member of the council of the Town of Portland, just before that section was taken into the city. By the members of Main street Baptist church,

news of Mr. Elkin's passing will be received with special regret, on account of the fact that, for

nearly 50 years he had been one of the most active and energetic workers in the congregation. He was chairman of the building committee when the ago, and it was due principally to his interest and

was realized. The sympathy of the whole community will be extended to Mr. Elkin's relatives in their bereavement.

his charger during the War. There is something particularly appealing about an animal war veteran, especially a charger. The Marshal's mare must be at least fifteen, even if she was only a seven-year-old when hostilities ceased. That brings her almost, if not quite, beyond regular work, though, of course, many have been useful when far past that age. In August, 1914, there sailed with one of the Mountain Batteries from India to France a mule which as a remount had marched with Roberts to Kandahar in 1880. That made him at least thirty-nine and, although normally linked as a spare, he could at a pinch carry his 160-pound

News and Views From The British Capital

THE EVENING TIMES-STAR, SAINT JOHN, N. B., SATURDAY, NOVEMBER 13, 1926

LONDON, October 28, 1926—Aeronautical experts are seriously considering the obviously grow-ing and urgent need for a common air language. With the rapid development of long-distance flying, and air services covered in a single journey many

different countries, something of the sort is a neces-sity that the future is bound to supply. As shown Since 1878, the year following the great fire in by the recent cross-Channel mishap, already there Saint John, Mr. Elkin had been a prominent figure j is a code word for S.O.S. It is "May Day," which is phonetically the same as the French "M'Aidez," and means "Help." But much more than this is required, and possibly modern flying will compel the adoption of Esperanto generally. Take a single instance of air service extension. The Lufthausa, the national German aeroplane transport company, runs its service now from Berlin to London and

### China and Back in a Week!

Already it is possible to travel by this service from Croydon by day to Berlin, on to Koenigsburg by night, and thence to Moscow by day. And the Lufthausa experts have just returned from an air survey from Moscow to Pekin, with the in-tention of extending their service right away from London in the West to Pekin in the Far East. This will be a distance of 5,500 miles by air. Once the organization for night flying is complete throughout the journey, London will be brought within three and a half days of Pekin. It will even be possible eventually for a business man to travel to China and back in a week. Obviously Marshal Pilsudski reviewed his troops on Ar-mistice Day from the back of a chestnut mare, evolved in due course.

### The Jabberwock?

totaller who spots him.

they made for port.

Grasshoppen It sounds incredibly absurd that a serious ex-It sounds incredibly absurd that a school of a pedition is shortly setting forth for the Congo in quest of the prehistoric brontosaurus. Yet such is the actual case, I am told, and some veteran ex-the actual case, I am told, and some veteran ex-the actual case, I am told, and some veteran ex-the actual case, I am told, and some veteran ex-the actual case, I am told, and some veteran ex-the actual case, I am told, and some veteran ex-the actual case, I am told, and some veteran ex-the actual case, I am told, and some veteran ex-the actual case, I am told, and some veteran explorers and hard-bitten blg game hunters refuse to laugh at the venture. These experts are still half inclined to believe there is something in the "travel-

year round. ers' tales" told by natives, of weird and monstrou

beasts that lurk amid the more impenetrable wilds of Central Africa. It is an undoubted fact that reliable European experts have seen strange spoors in African forests, quite unidentifiable with those of any known animals, and it is not so long ago the Okapi was discovered. The Zulus talk of a monster ten sizes bigger than a crocodile, which leaves a track like a wagon without wheels. So maybe the Congo adventure will bring to light a twenty-yard brontosaurus weighing anything up to twenty-yard brontosaurus weighing anything up to twenty tons. But it had better be a lifelong tee-

Queer Quirks Who's Who IN THE DAY'S NEWS of Nature GEORGE W. ENGLISH. GEORGE WASHINGTON ENG-THIS TELLS WHERE GRASS-

LISH, Federal judge for the East-ern District of Illinois, who recently resigned six days before he was to have HOPPER GOES IN WINTER By Arthur N. Pack N the fable, the ant reviles the grasshopper because he passes the mmere in fiddling, when he should grade appeared before the Senate on charges misdemeanors, has had a long public IN the fable, the ant reviles summer in fiddling, when he should career. be gathering provisions for the winter. Born

Born at Vienna, Ill., on May 9, 1866 be gathering provisions for the winter. When the winter came the poor musi-cian is represented as repenting of this improvidence, and begging the wise and provident ant for a little provi-sion to keep him from starving. We fear, however, that this story was written before people had learned the public was as a teacher in the dis-tict schede of Illiois Hearned in 1891. His first appearance before the public was as a teacher in the dis-tict schede of Illiois Hearned in 1891. His first appearance before the public was as a teacher in the dis-

We fear, however, that this story was written before people had learned much of the myriad ways in which In 1891. His first appearance before the public was as a teacher in the dis-trict schools of Illinois. He served in that capacity for four years. He was chief deputy sheriff of Johnson County, Ill., in 1891 and 1892, and began the practice of law in 1898 at Vienna, Ill., where he was city attorney for two years. He served as a member of the Illinois House of Representatives from Illinois House of Representatives from 1907 to 1912. He was a leader in the exposure of graft in legislature in 1909. He removed to Centralia, III, in 1912 and served as a special income tax attorney for the United States Treasury department at Washington, D. C., from 1914 to 1918. He was ap-pointed United States district judge pointed United States district judge for Eastern District of Illinois on May 9, 1918, by President Wilson, and served continually in that capacity un-til his resignation. He is a Democrat.

### Poems I Love BY CHAS. HANSON TOWN

MISS PICKTHALL, a Canadian



Editorial

could possibly tell its hundreds of little friends in Saint John.

> Playthings large and small are assembled here to amuse and satisfy the playtime dreams of all ages whose rarents wish to gratify their yearnings for Santa Clause has given us an assortment so large that you should really bring the children in to see them

LAKE SHIPPING MONOPOLY THE Manitoba Free Press devotes a long and

lluminative leading editorial to the question of our shipping laws on the lakes and their interpretation. Briefly, the law gives the monopoly of freighting between Canadian ports to Canadian shipping companies; it has, however, been held that the Government may by order-in-council sus-

pend these laws, and as a matter of fact they have been regularly suspended in one particular contingency; United States ships have tied up in Canadian ports at the end of a season, loaded up, | venting it. There are so many ill-constructed acted as warehouses for the winter and been permitted to unload in Canadian ports in the spring. Furthermore United States ships are allowed to load grain at Fort William, land it at Buffalo, pipes freeze and leave them without a water supreload onto another United States ship and deliver ply. Fortunately the source of supply is ample. If in Montreal. This is permissible by law. The Canadian shippers wish the law tightened up to put a stop to both these practices. They have already approached Mr. Euler, and the latter is apparently acted within its rights to suspend the shipping dian shipping companies have a legal grievance which should either be rectified or the law changed or repealed.

Which should be done is a matter to be examined closely from the national economic stand- Public Hospital that they be paid the full amount point as well as from that of the shipowners. To start with generalities, it is agreed by all economists that flag discrimination, while possibly conferring temporary benefits, has an eventually pernicious effect on shipping. For many years Great Britain's Navigation Acts were held to foster British shipping. It is now agreed that, not these acts, but the enterprise of British trading companies made British shipping come to the fore, and in the 1836 enquiry this shipping was found to be in a parlous state as regards both personnel and material-due to lack of competition. The Acts were abandoned, British freights could be loaded in British ports by any nation for shipment anywhere, and from that day British shipping improved by leaps and bounds. Is there any reason why the same economic laws should not apply to Canadian shipping

The Canadian shipowners on the Lakes have used their monopoly systematically to charge more for carrying grain to Canadian ports than to Buffalo. The Free Press states the differential is never less than one-half a cent a bushel. The result is obvious. Canadian grain goes to Buffalo for preference, and much is shipped to Europe through United States ports. The Free Press says:

"For this extra levy they never fail to put forward plausible excuses and explanations. But the true explanation is that given a year or so ago by a Fort William newspaper, when it blandly inquired what would be the advantage of coasting laws if the Canadian vessels were not permitted to collect more than foreign-owned ships would handle the traffic for. More Canadian wheat goes to Buffalo than to all the Canadian ports combined. Fortunately a good deal of this wheat comes back to Canadian transportation channels by being carried in smaller boats to Montreal. has hitherto prevailed, both Canadian and American boats have taken part in this carrying trade;

baggage load on top of his sixty-pound pack-saddle.

Rev. E. B. Wyllie, whose utterances started the enquiry into allegations of moral laxity in Ottawa schools, states that he is dissatisfied with the result of the enquiry; that he tried to substantiate his charges by credible evidence, but that several of his witnesses became afflicted with "conveniently bad memories." It is obvious that the reverend gentlemna is in no need of Marmion's last exhortaation to Chester. The fact of the matter is that Dr. Wyllie probably burst out in the first instance through listening to exaggerated and mischievous tittle-tattle from the lips of morally astigmatic Peeping Toms, who let him down when it came to an enquiry.

If the miners in Great Britain continue to return to work at the rate of 5,000 to 8,000 daily, as they are now said to be doing, it will not be necessary to worry much longer about the strike. However, terms of agreement will probably be arranged within the next few days so that all the men may return to work. The coal shortage is being felt in several parts of the world which received supplies from the British mines, and there will be universal relief when the mines are running

again on full time.

There is a great waste of water in Saint John, but there would be very great difficulty in prehouses, into which the frost penetrates during our severe winters, that tenants must choose between allowing the water to run at night and having the it were not, heroic measures would be necessary.

Uncle Joe Cannon, with his inevitable cigar. has passed out of the picture. Those whose memodoubtful whether the Government has heretofore ries of American politics go back thirty years or more have a lively recollection of the sayings and regulations. So far it would appear that the Cana- doings of this man, who attained an influence in Congress equalled by that of no other man of his

> The request of the Commissioners of the General of the warrant issued in their favor by the municipality is a reasonable one, and will no doubt receive favorable consideration.



## (St. Catharines Standard)

THE strictest vigilance is now being observed at THE strictest vigilance is now being observed at border points by Canadian customs officers against individual smuggling. Women are even obliged to open up their handbags for inspection. To those caught with the goods, and it is not infrequent with the tightening up, the slogan "Shop at Home" has especial significance.

LITERATURE TO KEEP OUT

(Winnipeg Tribune) THE authorities can have little difficulty, surely, in distinguishing the magazines that fall into the class of gutter literature. The sooner importation of these is cut off altogether, the better for Canada and for Canadian youth. The question of import duties on other types of magazines can be considered on its merits.

### FARMERS AND BANKERS

(Calgary Herald) ORGANIZED farmers and bankers have been talking things over at Winnipeg. Report in-dicates that they found many things to talk about in which they had a common interest is the first step leading to understanding and the inauguration of a co-operative policy.

### OLD AND NEW

(Boston Transcript) PRESENT-DAY children are better and brighter

than their parents, says one of the educators, which may, perhaps, indicate that, had "the mental age" been discovered when the parents were young, few of them would have progressed beyond ten

### VIGILANCE IS NECESSARY

The full story of the disaster to the white ensign sloop Valerian reveals a sea tragedy of the sort that was once familiar enough in those "devil-swept" Bermudan waters. In the old sailor times the Most of the old ones, however, die after depositing their eggs, and leave British Navy lost many a good ship in those re-gions as part of our largesse to "admiralty." But since sails faded from the oceans, and modern ship-wrights wrought their miracles of steel and boiler, these disasters have grown few and far between. radical transformations, but hate I see it is stated that the Valerian was a most a form resembling their parents. radical transformations, but hatch in seaworthy vessel, but some naval men tell me HOLE FOR THE EGGS.

rather different. She was one of a class specially rather different. She was one of a class specially built for off-shore work against submarines, and her designers can hardly have visualised her as meant for duty across the broad Atlantic in far-distant seas. Moreover, we know that one of the crew, and a navigator at that, wrote his wife to The mother grasshopper digs a hole for her eggs, the ovipositor itself do-

ing duty as a digging tool, and lays in the pit a great number of longish in the pit a great number of longish eggs. Long after she has died the the effect that, whenever bad weather threatened, tiny grasshoppers hatch out, and are able to care for themselves from the

A Hot 'Phone Number

Valerian Tragedy

It was only last night, when I heard someone ringing up a district London fire brigade office, that I learnt how the latter arrange their 'phone numbers. Every business man knows the immense advantage of a 'phone number easily memorized. Mr. Selfridge made no finer coup than when, for a handsome consideration, I believe, he collared Number 1 Gerrard. It is even more essential, not to say vital, that a fire brigade station should be should have no doubt about its number. The public can get on to a fire brigade station, and the

ne can get on to a ne origate station, and the nearest, by simply ringing up and asking for the fire brigade. But the district 'phone number is always the same—100. Take any London district— from Camberwell to Hampstead—and the 'phone call for the local fire brigade headquarters will be Camberwell or Hampstead 100. (By Robert F. Wagner, Senator-elect of New York) I REGARD my election and the re sult of the referendum as a mandate to me to try at once to get modi-fication of the Volstead law. That is one of the things that I promised dur-ing my campaign, and I intend to keep

my promise. At the same time I am

it, for all the Dominions. But most of these are pretty well satisfied with their status, except when there is a general election. Premier King, for in-stance, will postpore to some other conference the demand of the Canadians to amend their own Constitution and to settle their own law cases abso-

stitution and to settle their own law cases abso-lutely, cutting off the appeal jurisdiction of the Privy Council. He has got something concrete, a Canadian Minister at Washington. There is no hurry; and the zeal for definitions is lacking. There is an agreeable range and possibility in "status," so long as it isn't defined. General Hert-zog, however he has varied his original program of "sovereign independence" for the Union of South Africa, has been pressing for a definition of the equal status of the Dominions: but a status that

Africa, has been pressing for a definition of the equal status of the Dominions; but a status that has grown up naturally and m different circum-stances, changed and always will be subject to change, is scarcely capable of common definition. Australia and New Zealand and Canada, for ex-ample, take a different view of Imperial co-opera-tion and unity and Dominion "freedom" and "inde-pendence" from that of the present majority in South Africa. It was found impossible to draw up "a constitutioned data and impossible to draw up tion and unity and Dominion "freedom" and "inde-pendence" from that of the present majority in South Africa. It was found impossible to draw up "a constitutional declaration" that would satisfy opposing opinions. The Conference gave it up, leaving General Hertzog, if disappointed, not with-out a remedy, for he will be able to negotiate on his own hook with the British Government. The Conference proceeded in the usuai British way. There is plenty of time. Don't try to do too much. Distrust formulas. Don't try to anticipate

way. There is plenty of thic, bon't try to to too will so on the tarm, and T believe it is the correct attitude. is the correct attitude. Another thing; I am going to take up the immigration law, as I said I would, and see if something cannot be bin you down. Each Dominion will work out its own status in its own fashion, and theories or written prescriptions won't be of much use. When a bridge has to be crossed, cross it. **Rooted In Canadian Soil Rooted In Canadian Soil** 

(Toronto Star) THE New York Sun has been discussing the ebb and flow of population across the Cana-dian border. But it is not as much impressed with Canada's losses as some Canadians profess to be. It says, indeed, that "If either country protocial

"If either country materially gains by these sporadic movements it is Canada. Fac-tory workers who come into the United States from the Dominion are likely to be comes scarce for them here or more plentiful at home. Persons who buy farms, on

carry on the race. To this latter class belong the grass-hoppers. A few may survive the win-ter in the adult state, and sometimes the young hatch in the autumn, and hidden beneath the grass roots, "merge in spring as short-legged, awkward creatures rather unlike their parents. Most of the ald one however, die

Every dawn I hear The little streams of Duna Running clear.

When I was a young man, Before my beard was grey, All to ships and sailormer I gave my heart away, But I'm weary of the sea-wind, I'm weary of the foam, And the little stars of Duna Call me home.

Just Fun

The grasshopper might have retort-ed by telling the ant that he did not have to provide for the winter. ANYWAY, delusions help to make life worth living. STRAIGHT from the Weather Man.

who says: When it gets so warm that your teeth perspire, then it's what you call hot, and we don't mean per-Timely Views On World Topics THE fellow that "knows it all"

never knows much except just that.

FOR VOLSTEAD CHANGE WHEN in doubt, shave! GOOD PENNIES. WELL, do you make much out "Yes, it's a paying game. I sell them in the morning and they all come back at night!"—Pele Mele, Paris.

"BROWN'S about the nerviest chap

I ever knew." "What now?" "He meandered into a motor car

he same time I am not so foolish as to believe that I can go down to Washington with my amendment tore yesterday and asked the salesman to give him a sample." under my arm, intending to insist

that Congress ac- A REAL "dirt farmer" seldom raises sand for an office. cept it.

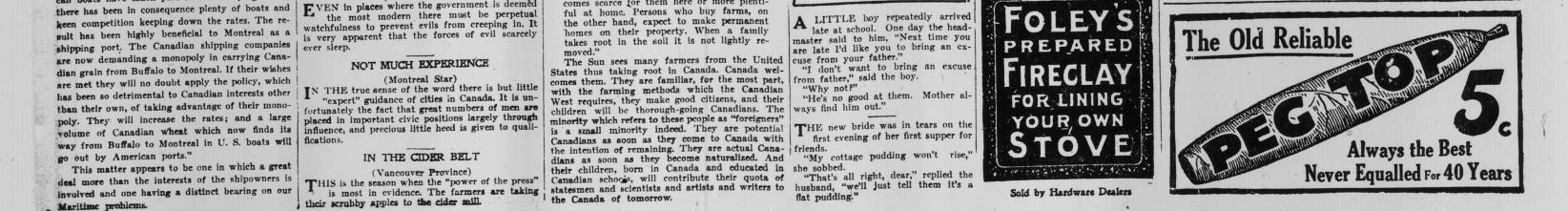
am in favor of Congress pass-ing legislation which shall give to the States what is their right, the days, Saturday afternoons and Sundefine | days? power to define the alcoholic con-

tent of liquors, "THAT'S a dirty trick," said the POBERT WAGNER dealer as he brushed off the cards. within the provisions of the Constitu-

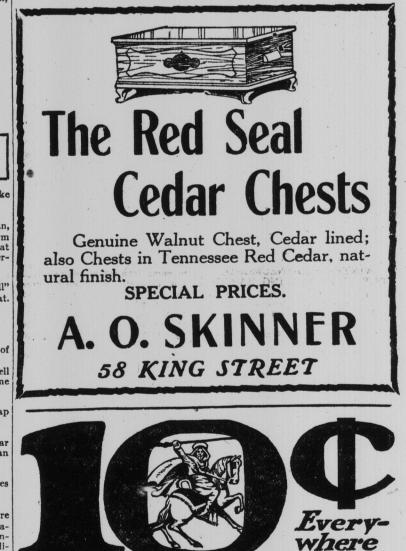
tional amendment. Modification of the Volstead law, of SOMETIMES when opportunity

I think, too, that there is need of

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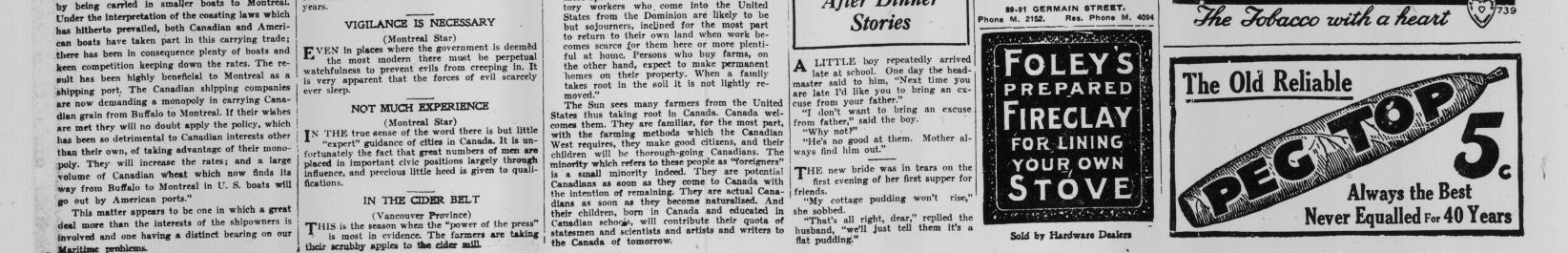


-:- To-Night -:-F. A. DYKEMAN & CO.









### The British Way (New York Times) THE question of "equality of status" among the Dominion of the British Commonwealth seems about to be disposed of in the characteristic British manner. There was much enthusiastic prediction that the Government would be asked by the as-"full and free nationhood," as General Hertzog puts