

# POOR DOCUMENT

# Vol 2035

THE EVENING TIMES AND STAR, ST. JOHN, N. B., THURSDAY, OCTOBER 27, 1921

## The Evening Times and Star

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### HON. WILLIAM PUGSLEY

The hope that Hon. William Pugsley would be a Liberal candidate in this constituency in the coming federal elections is not to be realized. For reasons which he gave to the committee tendering him the nomination, while expressing his very warm appreciation of the honor, he has felt called upon to decline. Keen disappointment will be felt by Liberals throughout the province since his leadership would have been of the highest value. The fact remains, however, that when Hon. Mackenzie King looks about him for the ablest men of Canada to form a cabinet, he will hardly be disposed to overlook the foremost statesman of this province, for whom a constituency could easily be secured. It is very regrettable that St. John is not to have him as its representative, in view of what he has done in the past and will desire to do in the future for the development of this national port.

### CONCERNING THE HARBOR

Why does Mayor Schofield continue to make references to the opponents of harbor commission? Is his worship a bad loser? So far as the grossly unfair proposals involved in the harbor commission scheme are concerned, the people have settled that matter. It is a dead issue. And is not the mayor aware of what the opponents of that particular harbor commission scheme want? If not he may be informed that they want the government at Ottawa to carry out its signed agreement and the pledges made by Sir Wilfrid Laurier and Sir Robert Borden in regard to the development of this national port. That is surely simple enough to be understood. But nothing can be expected from Ottawa until after the elections. Then there will be a new government, including a new minister of marine, who it may be hoped will not be under the impression that Canada begins at Montreal. Therefore the mayor should have patience and await events, since there is nothing at the moment that he or anybody else can do to promote the immediate expenditure of public money on harbor works in St. John. As for the harbor commission scheme which the people have rejected, why refer to it at all? It has no more merit now than it had when it was rejected. Give it decent burial and let it go at that.

### A VITAL ISSUE

The Conservatives must not be permitted to get away from the railroad question in this campaign. It was not the Liberals who provided millions to build the Canadian Northern through to the Pacific coast, nor who took over that road and the Grand Trunk. Sir Lomer Gouin delivered a telling address on this subject a few days ago in Montreal. The Times comments that speech to its readers as an illuminating presentation of the case. Sir Lomer said: "We have to meet annually a deficit for our railways of over a hundred million dollars. And we continue to spend annually in pure loss one hundred million dollars. Can we go on doing this for two, three, or five years? No. And it is important to know how we are going to settle that question, how we are to put an end to these disastrous deficits for the Canadian people. These are questions that deserve to be discussed at the election, and Mr. Meighen should first of all recognize that they are at least as important as the tariff question. How shall we pay these sums? How shall we meet these obligations? How shall we pay the six hundred million dollars falling due from now till 1929? I do not know that the finance minister himself could tell us at this moment. People maintain, in the newspapers and in public meetings, that those who are responsible for the railway situation are the Liberal party and Laurier. Laurier was responsible for the construction of the Transcontinental. When Laurier made the Transcontinental we were receiving annually in all provinces of the Confederation a large number of immigrants. Had we had the same current of immigration right on, we would now have a million more of population than we have, and the problem of the Transcontinental would be solved. When Laurier built the Transcontinental he had not that world war which has been so disastrous throughout the universe. But it was not Laurier who acquired the Canadian Northern. It was not Laurier who imposed the Grand Trunk on the people of Canada, and it is the Canadian Northern and the Grand Trunk that were the cause of the trouble we have to face now, and which the government is not able to deliver us from." Liberal speakers in the campaign will do well to lay emphasis upon the record of the government in regard to rail-

are asked to pay our share of the deficits due to the disastrous government policy and at the same time are refused a square deal in the matter of freight rates and the development of our ports. For that reason alone these provinces should declare themselves against the Meighen government, but there are many other reasons.

### BRITAIN IN EGYPT.

If the negotiations which have reached the stage of a draft agreement are satisfactorily concluded, Egypt will cease to be a British protectorate, and a paramount treaty of alliance, the terms of which are published today, will go into effect. Britain found Egypt in a state of chaos, and has patiently labored through the years to restore prosperity and fit the people for self-government. There are many lurid chapters connected with the history of Egypt and the Sudan since the British, in the early eighties of the last century, when Arslan Pasha, roused the Egyptians against foreign influence, bombarded Alexandria and landed an army of occupation. The forces of Arabi Pasha were defeated at Tel el Kehir and he was banished to Cydonia, but the army of occupation remained. But before all this transpired there had arisen in the Sudan the Mohammedan fanatic known as El Mahdi, and it became the task of the British to prevent him from over-running Egypt. The names of Hicks Pasha, Gordon, Baker and Wolseley, of El Obeid, Berber, El Teh, Abu Klea and Khartoum are all recalled to those whose memories recall that period of terrible stress and anxiety between 1882 and 1896. Thereafter Egypt was at peace and prospered, although there were always turbulent spirits seeking trouble; and as the years passed a Young Egyptian party arose demanding the withdrawal of the British to whom the country owed its salvation. Now the time has arrived when the British government feels that under certain conditions necessary to the safety of the country and of British interests, the measure of self-government which had been extended may be succeeded by practical independence, an alliance with the British Empire. It is said there is some hesitation on the part of the Egyptian representatives to sign the agreement, but a satisfactory agreement will doubtless be reached. The story of Egypt has dark chapters but on the whole a wonderful tribute to British diplomacy, statesmanship and fair play.

### NO SUCH COMBINATION

The Ottawa correspondent of the Financial Post sees no prospect of an alliance between Liberals and Conservatives after the election. His reasons are plainly stated as follows: "There is little possibility of another such combination (as Union government) being effected, however, in this generation; and for this perhaps no one is more to blame than the prime minister himself, unless it is some of his most ardent newspaper supporters. Every one of the former members of the Unionist government who withdrew their support and returned to their normal political affiliations have had to undergo misrepresentations in the party press and something less than courteous treatment from former colleagues. Their motives for withdrawing have been persistently misrepresented and their subsequent political movements assailed, until they have become disgusted with the name and spirit of Unionism." Although it was certainly not the pick of the Liberal Unionists who remained behind, they have been rewarded by elevation to the Senate and the praise of their leader and his press. This disposition of the fiction which has emanated from Conservative sources, that even if the Meighen government is in a minority on Dec. 6 it may be able to link up with the Liberals and go on, with perhaps some modification of its high tariff policy. The Conservatives will doubtless form the smallest of the three groups in the next house.

### ORDER TO CUT SOME MISSOURI RY. RATES

Jefferson City, Oct. 27.—An order directing the railroads of Missouri to make an estimated reduction of \$3,607,900 in grain, grain products and hay rates based upon this year's crop was issued yesterday by the state public service commission. The order will become effective on November 9.

### G. T. MILNE IN MONTREAL TO TAKE OVER TRADE POST

Montreal, Oct. 27.—G. T. Milne, O. B. E., who will replace Captain E. B. Edwards as His Majesty's senior trade commissioner for Canada, Newfoundland and the West Indies, arrived in Montreal yesterday from England and will assume his duties on next Monday.

### PLANE FORCED DOWN.

A flying boat, connected with the U. S. survey of the St. Croix river, was forced down yesterday afternoon about five o'clock at L'Etete about seven miles from St. Stephen. The flying machine was enroute from Bar Harbor, (Me.), to St. Stephen, and was compelled to land on account of engine trouble. It is expected that the necessary repairs will be completed and the boat will continue its survey.

### I BOUGHT A CAR . . .

(Henry Edward Warner in Richmond Times-Dispatch.)

My name is Jones; I bought a car. The Smiths had one, and so, you see, To be like other people are. There had to be a car for me. Her name was Lisa. She was a beauty! Speed? What? Go fast? I rather guess!

She'd grab the lightning by the throat And lick a limited express! The Browns, they bought a car before I'd fairly warmed up Lisa's brakes. It cost about five hundred more. You have to pay for certain makes. My wife saw Mrs. Brown amuck. Cutting it through suburban towns, And so it naturally fell my luck To buy a car like Mrs. Brown's.

In rapid sequence, I acquired Six different cars, because, you see, My so ambitious wife desired That motorette gentility! Let Mrs. So-and-so be seen In something better, in a flash I had to get a new machine And pay the difference in cash.

And now behold me! . . . Now I ride On cushions in a limousine! Our chauffeur drives, with me inside—I must not steer by own machine! And every time I hear a sound Like rattling pans come rushing by, I know one happy man's around, And envy him, and leave a sigh.

### LIGHTER VEIN.

A bookie was taken ill suddenly. He sent his street tout or "runner" to H-street, where many doctors lived, bidding him tell a certain doctor to come at once.

A different physician having come, the bookie afterward asked his tout to explain why.

"Well, you see, guv'nor, there was a lot of brass plates on the doors, and when I got to the number you gave me I saw Consultations 11 to 22. The chap next door was offering 'Consultations 10 to 1,' so I knew you'd like the chap that gave you the best odds."

### Counted Out.

A brawny son of Erin was acting as timekeeper in a rough-and-ready fight between his mate and a negro in South America. In the course of the fight a well-planted blow by the black sent the Irishman earthwards.

"One," cried the timekeeper, in a tense voice, watch in hand.

"Two," he murmured hoarsely. "Pat, ye fool git up! There's only eight seconds left now!"

The inert mass did not move. "Three!" shouted the timekeeper, despairing. "This is a good deal of mother, Pat! What's it she'd be saying to ye, Bate ye a black?"

Stoically he counted up to eight, bucking up his mate with patriotic ejaculations between each long second. When the time had arrived when the British government feels that under certain conditions necessary to the safety of the country and of British interests, the measure of self-government which had been extended may be succeeded by practical independence, an alliance with the British Empire. It is said there is some hesitation on the part of the Egyptian representatives to sign the agreement, but a satisfactory agreement will doubtless be reached. The story of Egypt has dark chapters but on the whole a wonderful tribute to British diplomacy, statesmanship and fair play.

### LOCAL NEWS

What about men's suits, men's and boys' machines, overalls and all your fall shopping? Prices are lower at Bassen's, 14, 16, 18 Charlotte street. 10-28

Ladies' gaiters, just the thing for these cool days. All colors. Percy J. Steel, 611 Main street. 10-28

At Bassen's, the always-busy store. The place for every person who appreciates best values and good service. 14, 16, 18 Charlotte street. 10-28

Boys' boots, metal toe and heel pieces, sizes 1 to 5, \$2.95 a pair. Percy J. Steel, 611 Main street. 10-28

Come over. Your money is limited, and our stock is so limited in price, to suit the customer. Our always-busy store is for economical buyers. 14, 16, 18 Charlotte street. 10-28

Child's boots, sizes 4 to 7½, \$1.45. There are 100 pairs in this lot. Different styles. You will like them. Percy J. Steel, 611 Main street. 10-28

It has come back. Men's suits for \$10. At Bassen's, 14, 16, 18 Charlotte street. 10-28

SPECIAL SELLING BEAUTIFUL TRIMMED COATS. Manufacturer's samples at great saving. Sale prices, \$38.50 to \$84.50. We have been fortunate in securing a great concession a wonderful line of high-grade sample coats from one of the best makers in the world. They are the very pick of fall styles and made up for October and November business. The materials are of the finest. Beaver, mink, seal, etc. Silk or silk poplin lined throughout. On sale Friday and Saturday. \$39.50 to \$84.50. F. W. Daniel & Co., Head of King St. 10-28

Strand tonight. Balloon and Trumpet Dance. Welch's Orchestra. Don't miss it. 10-28

### THE IDEAL BAKERY NOW OPEN

The sales of the new bakery on Chardon street has been increasing daily, giving public testimony to the splendid quality of the output. The ideal bakery, Mr. L. Callahan, will be continually adding new lines of cake, and at the week-end will put out superior brown bread. Ask your grocer for IDEAL BREAD. Telephone M. 2283. 10-28

GUESSES AT UNEMPLOYMENT. (The Argonaut, San Francisco.) Everyone who is so situated as to be brought into contact with individual cases of unemployment knows well how many instances there are where the unemployed are also unemployable, where insurmountable barriers to employment have been raised by inflated ideas of value, by obstinacy, and by stupidity. For example, there are great numbers of men whose natural status is that of the day laborer, but who are able to pose as skilled mechanics through the stresses of war and who now refuse to return to the only class of work for which they are actually fitted. We ought to know what relation there is between strikes and unemployment and in what particular case and activities the evil is most visible. And it would be decidedly interesting to know what part has been played by prohibition. A

## DOES NOT FORESEE SMASH IN GERMANY

Country Will Go Ahead Says Canadian Banker.

All Chimneys Smoking—The Germans Building Up Big Export Trade and are Very Friendly Towards British.

"I don't think there will be any smash in Germany—no commercial smash," said Sir John Aird, general manager of the Canadian Bank of Commerce, on his return this week from a five weeks' visit to Europe, which included some time spent in Germany. "I see the government has resigned in Germany," Sir John added, "but I do not think that would make any great difference. No matter who is in power, I think Germany will go ahead."

The extremely low value of the mark was mentioned, and Sir John said it was quite true that it had almost vanished in value, but it must be remembered that the German paper mark had been placed in other countries and that Germany was able to buy freely abroad and pay in gold. Some of the bank's own customers had been selling to Germany the extent of many millions, and the debts had all been paid so far. As to the solution of the depressed condition of the mark, Sir John said he hoped that the United States would give a proper lead at the Washington conference, give reasonable terms of settlement to countries like France, Italy and Belgium, and spread the debts over a long period at a low rate of interest.

Sir John was impressed by the evidence of hard work and prosperity in Germany. "All the chimneys in the country are smoking," he said.

"One interesting development is the practice of German industries to remove their plants to points in other countries like Russia and Austria. Just beyond the German border, where they manufacture goods for sale in those countries. In this way the manufacturers escape the twelve per cent. duty on exports which should be collected and paid on account of reparations to the Allies. This practice of taking capital out of the country is resented by a good many of the German people and the principle of trying to avoid the obligation of the reparations conference. I have reason to believe, is opposed by the German government and by the principal bankers."

The Germans are very friendly towards the British people, more so than to the United States or any other of the Allied countries.

"I was in Cologne and I was astonished at the amount of traffic on the Rhine. There is a good deal of ignorance yet as to the real state of Russia, but tremendous quantities of gold are still in that country, some of it probably coming from churches, mosques and other non-commercial sources. I learned from Berlin bankers that Petrograd, far from being the ruin we have imagined, suffered practically only in the wooden buildings and that the substantial and more beautiful parts of the city have not been destroyed."

"Progress is being made in Great Britain," Sir John said, "but there is still difficulty in adjusting labor matters. One of the largest manufacturing concerns in Great Britain had the opportunity of securing orders that would keep the plant in operation for more than a year. The owner called together his workmen, numbering between 2,000 and 3,000, and these before him for a reduction in wages that would permit the contract to be taken and, although the workmen agreed to the reduction, the labor board to whom they said they had to refer the question refused and the plant had to be closed down."

DIETING MAKES TWO FAT WOMEN FATTER

Misses Parker and Rice, After a Week in Dr. Copeland's Class, Report Gains.

(New York Times) The first week of the month's training for the class of fifty fat women who are reducing their weight under rules laid down by Health Commissioner Dr. Royal S. Copeland ended yesterday. Dr. Copeland will visit Madison Square Garden today to review the contestants for prizes to be given at the Health Exhibition in Grand Central Palace and to note the progress made.

The discovery was made yesterday by "Philadelphia Jack" O'Brien, athletic instructor of the class, that, despite scientific diet and seven days' exercise, two of the women gained weight. Records for the week show that the average loss of weight for the sequel of fifty was 6 pounds 6 ounces.

When Ada Parker weighed in at the beginning of training she tipped the scales at 160 pounds. Yesterday she took off her sweater, climbed on the platform of the scales and found to her dismay that she weighed 159 pounds. Little Rice, who started to train at 157½ pounds now weighs 159.

Dr. Copeland said that these results did not imply that any of the women had broken training or had not lived up to the rules prescribed. He said the fat women had entered now into the spirit of the thing and they were not simply driving themselves through a slump exercise in order to get thin, but that, so far as he could see, each one of the women now enjoyed the training and found it interesting. The coming week, he said, would show better results and women who had been fat would be slipping into that class designated as stout or plump. Yesterday's bill of fare was:

Breakfast—Choice of orange, apple or stewed peaches (no sugar). Cereal—any of various kinds with tablespoonful of bran sprinkled over, skimmed milk, if desired; no sugar. Two medium sized slices of whole wheat bread. No butter. One cold egg. Tea or coffee, clear or with skimmed milk.

Dinner—Chicken broth, with grease skimmed off. Two buns. Hot or cold baked chicken, with skin removed. Stewed tomatoes with no butter or sugar and with very little salt. Two medium sized slices of graham bread. Dish of sliced fruit. Half an orange, half an apple and dozen grapes, without any sugar. Tea or coffee, clear.

Supper—Vegetable soup. Two medium sized slices of rye bread. Two slices of smoked tenderloin or cold tongue. Lettuce salad, with vinegar or lemon juice. No oil. Cottage cheese, without any cream mixed in. Tea, coffee or butter-milk. Petroleum oil upon retiring (a tablespoonful). Plenty of water between



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## NOMINATING CONVENTION

Nomination of Candidates, National Liberal and Conservative Party, for the City and County of St. John and the County of Albert

All delegates duly elected at the Primaries will meet at the Seamen's Institute, Prince William street, Thursday Evening, October 27, at 8 p. m., for purpose of nominating two Candidates in support of the National Liberal and Conservative Party for the City and County of St. John and County of Albert.

Reserved Section for Ladies

**L. P. D. TILLEY.**  
St. John, N. B., Oct. 24, 1921 Chairman.  
10-27.



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## INSPECTION OF THE INDUSTRIAL HOME

Mayor Schofield and H. H. Mott yesterday afternoon made an inspection of the Boys' Industrial Home. A meeting of the governors of the home was scheduled, but as there was not a quorum present no business was transacted.

The work of transforming the Boys' Industrial Home, East St. John into a modern institutional building has been practically completed. The interior of the old building has been entirely overhauled and extensive additions made. At the present time a fine building of brick with stone trimmings and of fine architectural design faces the main highway, and in addition, the old prison building has been improved by the removal of the old sentry tower and other ways.

The annual conference of the missionary committee of the Methodist church was held yesterday morning in Centenary church with Rev. Mr. Ross in the chair and Rev. D. R. Jones as secretary.



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