

THE EVENING TIMES-STAR, SAINT JOHN, N. B., SATURDAY, AUGUST 28, 1926

The Evening Times-Star

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THE HARBOR—WHAT NEXT?

The proper equipment of the port of Saint John has been discussed in general terms by several candidates during the present campaign. It has been the subject of much discussion in civic circles, by the Board of Trade, and by other organizations interested in giving Saint John its rightful place in the sum.

Unless we are to suffer grave injustice we shall secure in the near future a much larger portion of both export and import traffic as a result of the work of the Railway Commission, of the Duncan Commission, and through the action of the next incoming Federal Government. In recent campaign speeches the word "nationalization" has turned up repeatedly, and the introduction of that term is a reminder that it is not sufficiently definite. It is agreed on all sides that additional port equipment should be provided in time to prevent congestion of traffic as the volume of trade expands, yet we are within hailing distance of the opening of another winter port season and we have very little idea as yet concerning either the construction of additional facilities or any desirable changes in the form of harbor administration.

"Nationalization," properly interpreted, should mean equipment of the port by the Federal Government as a national work. By some "nationalization" is accepted as meaning administration by a harbor commission or a harbor trust, after the fashion of Montreal, Quebec and Vancouver.

Quebec, through the complaisance of both political parties, has steadily neglected to pay interest on the money borrowed by its harbor commission to expand its port facilities. Quebec is one of Canada's great natural ports, and it should have a great deal more business than it has at present constantly. Nevertheless, if one port does not pay interest on the money borrowed to expand its facilities, it goes without saying that no other Canadian port should be called upon to do so. Montreal and Vancouver, with facilities constantly extended sufficiently to meet the demands of additional traffic, as it comes, are successful examples of harbor commission or harbor trust, but it may be anticipated that they will not forever continue to pay the interest charges which Quebec escape.

So far as Saint John is concerned, its position in this respect is unique. It is a natural Atlantic winter port of Canada, and, under proper conditions, all-Canadian transportation, its geographical position would give it a lull of traffic many times in excess of the present one. The people of Saint John have expended \$2,000,000 of their own money in paying for facilities to handle national traffic, and yet for years past demands for additional equipment have been met with delay and evasion.

The port of Halifax has been nationalized. In the sense that the great terminals there were constructed in connection with the Canadian National Railways, and the interest and sinking fund charges due to their cost are not paid out of harbor dues but are absorbed by the transportation company. Similar conditions obtain at Portland, Maine, and, in considering plans for additional construction here, care should be taken that this port is not handicapped by charges upon shipping in excess of those at Halifax and Portland, with which ports we are most directly in competition.

We have been warned again and again by the shipping companies and by the railroad companies that if our port charges are unduly high, freight will be diverted to ports where more favorable conditions obtain. We must keep this in mind when we discuss "nationalization," or harbor trust, or commission, or any other form of port administration, keeping in mind that as matters stand at present there is a confusion of interests in such as we have federal wharves, city wharves, private wharves and railway wharves, and that unity of administration, if not of ownership, is one goal to be kept in sight.

We must keep up the drive to secure the traffic which is our due. We must insist ever more strongly upon the expansion of our facilities—an expansion already delayed beyond reason—and we must guard carefully against any charges upon shipping, from whatever source arising, which would handicap us in comparison with other ports with which we must compete.

INVITATIONS SUGGESTED.

The Saint John Exhibition will open a week hence. What have you, as a citizen, done to date to make a success of that Exhibition? What schemes have you to help things along? Have you started to put your plans into practical shape? If not, why not?

For a week the Exhibition will dominate all interests in Saint John. Almost one might say the Exhibition will be Saint John. Therefore it is imperative that every person who has the welfare of the Loyalist City at heart should exert himself or herself to make the Exhibition progress. As a business proposition.

position the Exhibition Association has doubtless done all it can to ensure success. Exhibitors again may be relied on to put forth their best efforts. The Press is not neglectful of the subject as will soon be seen. The merchants and manufacturers of Saint John will most assuredly capitalize this opportunity. But there yet remains what is vaguely called the general public which may have no direct and personal interest involved, yet are no less concerned than those already mentioned—for the Exhibition is a community matter, and a vital one.

Last week we attempted to suggest that the assumption of the holiday spirit might go a long way to help the fair along. Of course that is not the beginning and the end of the need. There is the question of inviting out-of-town friends. What can you do about it?

Perhaps you have a spare room. What about filling it? It may be that you are living out at Westfield or Rosedale or Duck Cove or anywhere else and have an empty house or flat in Saint John; have you no friends in Moncton, Fredericton, Newcastle or Vancouver who could be induced to occupy it for Exhibition week? Failing this, an offer of meals during a flying visit might just make the difference between a decision to come or not to come and grace our annual carnival. Think it out and get ideas from your friends here, then sit down and write your invitations to friends elsewhere. There is no time to waste. Don't leave it to George. Do it yourself. Do it now. And what about the buns?

Politics is an entirely practical science, based, of course, on certain theories which are never hard and fast because circumstances are forever changing and circumstances alter cases. In other words the foundation of politics should be common sense. When common sense is lacking, politics becomes farcical. In the Mexican state of Guanajuato two legislatures—of which the members of one are all in prison—both claim constitutional power. Nevertheless those incarcerated improve the shining hour by enacting legislation behind the iron bars. One of the main practicalities too often overlooked by lawgivers—or possibly not overlooked, but deliberately disregarded in order to play politics and silence the clamor of constituents—is that legislation without the power of enforcement is still-born.

If it be really true that the literary or musical tastes of a race can be traced to the soil of its habitat, it opens a wide field for speculation as to the causes of Babbity and Jazz. If temperamental and cultural traits can be induced by fertilization of food-producing chance, there is a chance yet for reformers who would make us almost as good as themselves and that without recourse to legislation.

Miss Mercedes Giesler's attempt to swim the English Channel was complicated by swarms of flies. There are no flies on Mercedes though. She has failed four times and intends to try again.

The eagle that attacked a Scottish race made a bad error. The infants of the race that invented golf, haggis, whisky and bagpipes are not to be touched with impunity.

Odds and Ends

Sayings of the Week

(London Observer.)
This is what I want, a month of watching cricket.—Mr. Baldwin.
I myself have often been accused of being old-fashioned, an accusation I am far from resenting.—Major Leonard Darwin.
Newspapers so gorge one with new facts that one refuses, in mere self-defence, to be troubled by them.—Mr. A. B. Walkley.

We are the most naturally religious people in the world.—The Bishop of London.

A learned individual may be, and often is, a stupid one.—Professor J. Graham Kerr.

It is my conclusion that were all incomes over £250 a year pooled it would not give each family more than are shillings a week.—Sir Josiah Stamp.

Marriage will be the same a century hence as it is now, a curious kind of cross between a dog-fight and the peace that passeth all understanding; something that nobody quite likes and nearly everybody likes well enough to stay in for life once they have got in.—Miss Rebecca West.

Self-government is a thing that should be given to no people unless they have the temperance to use it to maintain it steadily over long spaces of time.—Robindranath Tagore.

While a single individual woman might lose by being put into a standard dress, the mass of women would look better.—Miss Dorothy Deane.

The child is trained in the comparatively happy atmosphere of the school, encouraged to ask intelligent questions, and is then sent out into "modern civilization," there to be repressed and dragooned, and expected to be expert tiers of strings or deliverers of parcels.—Mrs. Helena Norman.

An examination demands from a candidate the appearance, and not the reality, of knowledge.—Mr. W. Hamilton.

Food For The War God



Mars (recapitulating). "Keep at it, my children. It is a promising dish and I know you will call me when it is ready."
—From The Evening News, Glasgow.

Queer Quirks of Nature

GROUND SQUIRREL TYPIFIED FLAG.

By ARTHUR N. PACK

IN THE early years of our republic when the people of the federated colonies had just begun to explore the western country and to find out in an imperfect way the vast extent of their territory, they found among other strange and new birds and animals this little ground squirrel. Strange to say, it had thirteen stripes, which were taken to represent the thirteen colonies and between these stripes were rows of white spots on a dark ground, typifying the stars of our flag.

So some people sometimes called it the Federation squirrel, and naturalists named it *Spermophilus tridecemlineatus*, the thirteen-lined spermophile or "seed-lover." The generic name was given the group in allusion to their favorite food, the seeds of plants.

But as the country was settled up, this liking for the nutritious seeds of plants caused its undoing. When the fields of wheat and oats came to occupy the prairie country, our striped friend recognized and welcomed a new and delicious food. He seized upon it eagerly and he began to dig for the grain under the grass seed in the burrows. Besides their stock diet of grasses and seeds, and, finally, noxious gases were used in his destruction.

This animal is one of the seven sleepers going into hibernation early and sleeping all winter. The young are born in spring, in warm nests of grass and in the burrows. Besides their stock diet of grasses and seeds, and, finally, noxious gases were used in his destruction.



Thirteen Stripes.

wires, caused a short circuit, a fire and a night of complete darkness for the city. Yes sir, kites are dangerous things.

POEMS—I —LOVE—

"Before Sleep" by Agnes Lee.
AGNES LEE (Mrs. Otto Freer) is a Chicago poet, far too little appreciated. She has published a striking volume under the title of "Faces and Open Doors" and in it I find this old favorite of mine. Mrs. Freer writes all too seldom, but when she gives us something it is of the highest quality, of the stuff of which poetry is made.

O child of struggle, here's the night!
Then rest, then rest.
Let peace come gentle on your brow.
Put out the light—

Now back to the old battle mark.
Draw down the shades,
Put out the light. And in your soul
Put out the dark.

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ALGER BUSINESS.

LONDON—A few years ago Miss D. K. Hearn was a tylist in one of England's greatest industrial organizations. Her position was not exactly glamorous, but she worked blithely away, putting her spare hours into music and sports. Now she controls the business of the Ampion radio speaker. Her former employer, aside from placing her in control of the business, left her \$60,000. She is thus England's wealthiest business woman.

MORAL.

LANSDOWN, Pa.—Next thing you know, kites are going to be prohibited. A small boy's kite recently became entangled among high tension electric



Close Fri. at 10 p.m.; Sat. 1 p.m.

Other Views

THE GOLDEN RULE WORKS.

(Kitchener Record.)
During a period in industrial history when strikes cost millions of dollars both to employer and worker, the example of Arthur Nash, "Golden Rule" Nash, of Cincinnati, stands out as a shining light. Nash is a clothing manufacturer. In 1918 he had a \$182,000 business. This year it will reach something like \$2,000,000. The golden rule has built it. Nash's plan is not profit sharing, but a wage scale worked out so that a small profit goes to the company, the rest to employees. Every increase in wages is based on increased production. Each employee, from scrub-woman to designer, gets the same share in the wage increase as an addition to the base pay. The golden rule should not be confined to church, on Sundays.

ENGLAND'S DEBT IS SETTLED.

(The New Statesman.)
It is quite true that an enormous tribute which ceases as suddenly as it began—like the French indemnity of 1871—may be very disadvantageous to the creditor country because of the industrial dislocation and depression which it may cause. But a steady stream from outside is one of the most desirable of national assets. Eventually America may be receiving on account of war debts something like a hundred million pounds. So much the better for her, once trade has adjusted itself to that situation. The amount indeed is so small in comparison with her general turnover that she will probably never be embarrassed by it at all. Before the war Great Britain was a creditor country to the tune of more than double that amount, and we did not, to say the least, find our receipts an embarrassment. The single merit of these bungled settlements is that they are settlements and that we can henceforth put them out of our minds.

RELIGION AS SPORTING EVENT.

(Bridgeport Post.)
A newspaper publishes the following news item: "Three hundred people were turned away from the New Tabernacle Baptist church last night, who came to hear the 'Black Billy Sunday.' The evangelist was at his best. Sometimes he was crawling on the floor; at other times hurling chairs furiously. Twenty-seven were converted." The editor, with a sense of values, publishes this item upon the sports page, immediately following the latest exploits of Babe Ruth. The sermon on the Mount is well spoken of. Its true depths have yet to be plumbed. Yet it was delivered to a quiet congregation seated in the grass of a hillside. There was no record of converts.

St. Paul's great sermon on never-failing love was written as a letter to his followers in Corinth, and read to the assembly by a layman. Nobody fainted. But the rip-roaring evangelist has to produce results. He is sometimes paid so much per head for converts who bit the trail. How well for the world it is that the founders of Christianity did their work before the idea was born that "making religion real" was a matter of quantity production of adherents.

LIBERAL PATRIOTISM

(Ottawa Citizen.)
No one who has really taken the trouble to examine the matter can come to any other conclusion than that the Liberal flag-wavers on the score of want of patriotism—practical patriotism—to Canada or to the great Empire of which every true Liberal hopes it will ever be the keystone. True Liberals do not preach patriotism—they practice it.

successful that he amasses a fortune, in a career which he should not find his services to the country? Certainly not. The country needs successful men, measured in terms of income-earning power as well as success measured by any other standard.

Just Fun

THERE are two kinds of rum runners, those running with it and those running after it.

"OLD BILL" always respects gray hair.
"How come he's so mean to his aged uncle?"
"Oh, Uncle Jim is bald."

A YOUNG man gazes up at the moon because he is in love; an old man looks up because he is in a wing collar.

YOUNGSTERS—Why do they keep delegates locked up, papa?
Father—They don't, my son.
"Why, I just heard a man say he was a delegate at large."

"Drop me a line," shouted the departing voyager as she leaned too far over the steamer's railing and fell overboard.

YOU are all right if you have the courage to admit that you were all wrong.

DINNER STORIES

AFTER carefully effecting an entrance into the bank, the burglar found his way to the strongroom. When the light from his lantern fell on the floor he saw the sign:
"Save your dynamite. The safe is open."

For a moment he ruminated. "Anyhow, there's no harm in trying it, if it really is open." He grasped the knob and turned it.

Instantly the office was flooded with light, an electric shock rendered him helpless, and he rushed a bulldog which seized him.

An hour later, when the cell door closed on him, he sighed: "I know what's wrong with me, I'm too trusting. I have too much faith in human nature."

AN OLD woman was lecturing the village ne'er-do-well on the evil effects of strong drink.
"Do you know, John," she said, "you are robbing yourself of years of your life."
"I don't know about that, Jane," said John. "I've reached sixty-seven and it doesn't look like killin' me yet."

"No, but John," answered Jane, "it hadn't been for the drink ye might 'a' been seventy-seven by now."

John promised to think it over.



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Attention Motorists

SECTION 5 SUB-SECTION (a) OF THE MOTOR VEHICLE LAW STATES:

It shall be unlawful to carry on a motor vehicle any lighting device of over twenty-one candle power, equipped with a reflector, unless the same shall be so designed, deflected or arranged that no portion of the parallel beam of reflected light when measured seventy-five feet or more ahead of the lamp shall rise above 42 inches from the level surface on which the vehicle stands.

2 Every motor vehicle while in use on a public highway shall be provided with good and efficient brakes, also with a suitable bell, horn or other efficient means of signalling, and shall, during the period from one hour after sunset to one hour before sunrise, display two lamps showing a white light or white lights visible within a reasonable distance in the direction towards which the vehicle is proceeding and a suitable lamp carried on the rear of the vehicle, throwing a white light towards the registered number and a red light directly back of the vehicle. No tail light is required on motor cycles.

SUB-SECTION (b) STATES:

On and after the coming into force of this Act no spot light shall be used unless the same is placed on the right side of the motor vehicle and such spot light shall be so attached as to, at all times, throw its glare towards the right side of the road. The throwing of the glare of the spot light towards the centre of the road or to the left of the driver, so as to interfere with an oncoming vehicle, shall be deemed an offence under this Act and the person guilty thereof shall be liable to a penalty not exceeding twenty dollars.

SUB-SECTION (c) STATES:

The number plate on the front shall be as far forward and as high from the ground as may be necessary to render it distinctly visible, and the number plate on the back shall be so placed that the lower edge thereof shall not be lower than the body of the motor vehicle; provided that this subsection, so far as it relates to the position of the number plate on the back shall not apply to motor trucks or other motor vehicles for the delivery of goods.