

The Evening Times-Star

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ST. JOHN, N. B., OCTOBER 21, 1924

NELSON — TRAFALGAR — THE SPIRIT.

Nelson stands first among those who recall Trafalgar. To-day we recall Trafalgar, and with it the spirit that ran through the age-long and ever inspiring sea story of the race. In "The Sailing of the Long Ships" Sir Henry Hays "the sea-wind comes singing up the Bay".

"I came by Cape St. Vincent, I came by Trafalgar,
"I swept from Torres Vedras to golden Vigo Bar,
"I saw the beacons blazing that fired the world with light
"When down their ancient highway your fathers passed to fight."

"O race of tireless fighters, flushed with a youth renewed,
"Right well the wars of Freedom befit the Sea-king's brood;
"Yet as ye go forget not the fame of yonder shore,
"The fame ye owe your fathers and the old time before."

"Long-suffering were the Sea-king's, they were not swift to kill,
"But when the sands had fallen they waited no man's will;
"Though all the world forbade them, they counted not nor cared,
"They weighed not help or hindrance, they did the thing they dared."

"The Sea-king's loved not boasting, they cursed not him who cursed,
"They honored all men duly, and him that faced them, first;
"They strove and knew not hatred, they smote and killed to save,
"They tended whom they vanquished, they praised the fallen brave."

"Their fame's on Torres Vedras, their fame's on Vigo Bar,
"Far-flashed to Cape St. Vincent it burns from Trafalgar;
"Mark as ye go the beacons that woke the world with light,
"When down their ancient highway your fathers passed to fight."

In this 1924 the Long Ships still plough the ancient highway of the race. The spirit endures. We cannot forget, we cannot prove recant and false to the trust and the heritage passed on to us by those "princes of courtesy, merciful, proud and strong."

THE PORT.

The coming conference with the steamship representatives in connection with port matters is timely and may have important results. It should serve, first of all, to clear up the misunderstanding existing in some quarters as to the discussion over top wharfage on grain, and all friends of the Winter Port will hope that within a few days all those who are actively seeking to promote the expansion of harbor traffic and port facilities will find common ground and act vigorously in unison. It should not be thought that the concession on top wharfage for grain would be any hazardous experiment. It should be fully understood that if the Council waives this charge for a year, as has been recommended, the charge could, and would, be imposed again if experience did not warrant its continuance. The C. N. R. undoubtedly needs new terminal facilities here. Its directors realize that need, and we are told they are pressing to have it met. It may be assumed, and safely so, that if they had the requisite facilities the top wharfage charge could be absorbed by the railway, as is done at Halifax and other ports where the C. N. R. has independent terminals.

But that is not all. The risk that St. John will forfeit \$18,000, at the outside, in harbor revenue through the concession on grain, ought not to make anyone fearful. A satisfactory arrangement would promote more traffic, both of grain and general cargo, creating more revenue from the enlarged volume of business. More cargo would mean more employment, too. St. John would, for one season at least, be removing one of the handicaps under which it labors as compared with its competitors. If the experiment brought us any considerable increase in traffic—and the Port Committee evidently is confident that it would—the case for the construction of increased facilities would be all the stronger. It ought not to be felt that the committee's recommendation represents some dark design to work financial injustice to the harbor.

The committee had excellent reasons for placing the top wharfage concession first in its list of recommendations. Members of that committee who have given much time and thought to the whole question of traffic expansion reached their conclusions only after personal, first-hand inquiry in transportation circles. The committee men were putting the interests of the port as they see them—ahead of every other consideration. They are convinced that

the temporary concession they propose pending further developments will much more than justify itself. A season's traffic is easily measured. Comparisons will be easy and decisive. In a day or two the decks will be cleared for a frank exchange of views by the Council and the Port Committee, and as both bodies seek the same object, complete accord and co-operation should not be difficult.

GOOD BUSINESS.

The Community Sale so successfully launched yesterday by a big group of merchants who have devoted no little thought and energy to the enterprise strikes a lively note of interest for St. John people as well as for those living in the surrounding territory.

The plan presents strong and novel inducements. A particularly welcome feature is that whereby visitors who come to take advantage of the fine opportunity to do their fall shopping are to be motored about the city and shown its more striking and important aspects, its scenic beauties as well as outstanding proofs of the solid business achievements of its citizens.

This is the second of St. John's annual Community Sales, and its first stage, as is evident from reports available this morning, gives ample promise of a lively and fruitful week, profitable alike to merchants and shoppers, not only because of the volume of business done but also because of the pleasure afforded visitors and the building up of a closer and better relation between the city and outside districts. From those districts the city buys, and to them it sells—for let us not forget that a great percentage of our visitors sell their products to us, and so are the more interested in our progress, which widens their market; and the Community Sale, through the merit of the goods our merchants offer, will mean a greater interest in future sales and a bigger circle of purchasers.

A satisfied customer—so runs a true saying—is a great advertisement. St. John, we may be sure, will satisfy an army of customers during this week of merchandising enterprise.

MUSICAL FESTIVALS.

The Rector of St. Peter's church made a suggestion to the Rotary Club yesterday that is of great social value. It is a suggestion the citizens at large would do well to take into serious consideration. Father Cloran sees in the life of the people a lateness and lack of enthusiasm for good causes, and a lack of unity in effort which in his view may be remedied by wise and earnest leadership.

In his address yesterday he took up one phase of home and social life, and set forth the power and influence of music, when brought into universal use as a factor in creating a beneficial enthusiasm among the people. Taking as an illustration what widespread interest in clean athletics has done for the good of the young people and the city at large, the speaker referred to what musical festivals are doing in other cities, especially in the west, and maintained that St. John should not remain behind in the race.

The cure for present lack of interest in many directions lies, he says, in healthy competition; and what has been done elsewhere can be done here. He looks forward to a time when there will be Dominion-wide competition in music between cities, and would have St. John prepared.

There is here an appeal to civic pride, as well as a plea for that which makes for happier and better home life. Father Cloran says a musical society is ready to take the initiative, and he outlines a very practical course of action. His address, printed in today's Times-Star, will be welcomed by all music lovers.

THE PROBLEM OF OLD FURNITURE

London, Oct. 4.—(Associated Press, by mail).—Of the making of many different kinds of fakes there seems to be no end. There have been faked pictures ever since artists first began to use paints. There are so many faked Rembrandts in existence that few prospective purchasers will complete a deal for one of the great Dutchman's works without consulting an expert. Just now an unusually active business in faked furniture is reported. "This is an age of faked furniture," said the proprietor of a West End gallery. "One comes across it everywhere. It is certainly more plentiful than genuine furniture." Most of it is sold in the first place for what it is, accurate imitation, but later it comes into the market in the ordinary way to be sold as the real thing. Some of the modern faking of Jacobean furniture is so good that it frequently deceives experts. The number of Tudor tables which are on the market is enormous. There is about one for every six houses of Tudor date. Of course, most of them are clever fakes. A favorite device of the fakers just now is to plant their reproductions, carefully matured and dust-covered, in rural English homes, where they are eagerly snapped up by unsuspecting purchasers who go through the countryside looking for antiques.

Press Comment

WHAT CROOKS GET

(Bangor Commercial.)

The United States pays its crooks three billions of dollars a year. Of these vast wages to dishonesty two-thirds is paid by the public voluntarily for worthless, "get-rich-quick" stocks. The remaining one billion is taken forcibly from the public by embezzlers, bandits and thieves and through credit frauds.

If one considers the number of criminal courts in almost constant operation in every state and country of the nation and the amount of space devoted to banditry and thievery in the daily press it is not surprising that the country's annual loss from crimes of violence is upwards of \$200,000,000.

But what a sorry blow to national egotism to read that Americans make a present to the crooks annually of eight times as much money as the latter take from them at the point of a gun while they peacefully slumber. Unless some laws are figuring, the people of the United States annually put two billions of dollars in those securities and investments which should be called insecurities and divestments. The people with one hand pay out millions for police protection from gunmen and second-story operators while with the other hand give away billions to dishonest stock promoters.

A NOTABLE "COME-BACK"

(Boston Post.)

When in July of 1921 Louis K. Liggett, head of the United Drug Company and a leader in a good many activities here in Boston and New England, found himself in financial difficulties brought on by a depression that hit so many large corporations at that time, it was generally agreed by those who knew the man that he would eventually emerge from his troubles. But very many ventured to predict that he would do it in three years. Yet that is what has happened.

It will be remembered that when the news of Mr. Liggett's embarrassment came out some 8,000 Rexall druggists immediately subscribed a fund of more than a million dollars, and handed it over to him. That expression of loyalty and confidence kept their chief on his feet financially—and now he is going to pay it all back in full, and within two weeks.

As a complete and effective "come-back," Mr. Liggett's achievement is in a class by itself.

N. B. GUIDE WRITES

Every sportsman will be interested in the November issue of Rod and Gun in Canada. Raymond Thompson has an unusually good story entitled "The Sins of the Fathers. Some Wild Animal Trails and Some Adventures Along the Coast of the Gulf of St. Lawrence." Mr. Thompson is on a par with his previous excellent wild animal stories. Hubert J. Black has written a humorous account of an English "tenderfoot" who is duped by an unscrupulous fur buyer in the west, in his story called "Fosse." The interesting contributions also include an enlightening article on Moose Calling by Henry Braithwaite and A Fishing Trip to the Yukon, by A. F. Atkinson. The stories of F. V. Williams, Martin Hunter and J. W. Wilson are all up to the mark and the regular departments are brimful of good and interesting reading.

Fall Sailings TO EUROPE

Autumn months are the most favorable for a visit to Europe. The weather conditions are ideal—the air is clear, the sea is calm, the sun is warm. Europe is at its best. Book now for your trip. Let our travel experts help plan your trip.

Canada	18 15
Doric (new)	25 22
Megantic	1
Regina (new)	8

Let our travel experts help plan your trip.

108 Prince Wm. St., St. John, N. B.

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SCARS.

(David Morton.)

The smell of ruin in the air, when rusty twilight comes too early down,
Will take the hearts of strong men un-
aware,
And lure them from the friendly, lighted town—
To walk old, lonely roadways where they learn
Again of summers that have come to hush,
Where smoky stars like low-hung lanterns burn
Above the crumbling borders of the dusk.

On littered ways where leaves are crisp and curled,
And mist comes in between the passing shapes,
There go the lone and desolate of the world,
Wrapped in their thoughtful stoniness like capes,
Walking dark roads, beneath the autumn stars,
Each with his hidden and historic scars.

IN LIGHTER VEIN

Our Merry Mendicants.

"Who was that man who accosted you?"

"He said he was an old sea-dog and asked me if I wouldn't give him a bone."

The Filling.

Miss Youngthing—"I suppose the hardest part of writing poetry is finding rhymes."

Post—"No, I think the greatest strain is filling in between them."

Something Left Out.

"The man who made my toy-horse forget something, mamma."

"What was that, dear?"

"He forgot to put some go in the legs."

STORE WINDOW SMASHED.

There was a loud crash of glass in King street shortly after last midnight, and when the police rushed to the scene they learned that the cords holding a display of heavy rolled cloth in the window of A. O. Skinner's store, 58 King street, had broken and the heavy rolls smashed the large front plate glass window also another in the entrance to the establishment. The proprietor was notified and the front of the establishment was secured.

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Three Incidents at Geneva

At Geneva, where Premier MacDonald and Premier Herriot of France met on terms of great goodwill, three incidents occurred which are recorded as follows in Headway, the Journal of the League of Nations. It shows that Ramsay MacDonald is not deficient in those courtesies in which the French expect.

Mr. Ramsay MacDonald, having arrived in Geneva from Paris by the night train, appears in the assembly hall a few minutes before the proceedings begin and chats to M. Briand, Louchet and Camerlynck, leaning against the platform staircase. The assembly opens, and Mr. MacDonald takes his seat as head of the British delegation. Five minutes later M. Herriot enters for the first time and another's eye. MacDonald leaps from his seat, Herriot swings suddenly round, and the two grip each other's hand, while galleries and delegates break forth into spontaneous applause.

Sept. 6.—Mr. MacDonald, in his final speech, turns towards M. Leon Bourgeois. "I see before me," he said, "an old master but a new friend. My half was black but my face unwrinkled when M. Leon Bourgeois, honoring his own name and the name of the nation to which he belonged, proposed at an international conference that the question of arbitration should be scientifically discussed."

M. Bourgeois, unfamiliar with English, hardly comprehends. Later, as the interpreter translates into French, he smiles with pleasure and turns to how to MacDonald, now back in his seat among the British delegation. At the end of the translation the French delegate, who rarely walks away from help, makes his way slowly on M. Louchet's arm to grasp the prime minister's hand. MacDonald rises to receive him and presses him protesting into the leader of the British delegation's place, standing himself seatless while M. Herriot, who rarely walks away from help, makes his way slowly on M. Louchet's arm to grasp the prime minister's hand. MacDonald rises to receive him and presses him protesting into the leader of the British delegation's place, standing himself seatless while M. Herriot, who rarely walks away from help, makes his way slowly on M. Louchet's arm to grasp the prime minister's hand. 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