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SAINT JOHN, FRIDAY MORNING, JULY 28, 1911.

SIR MAX AITKEN.

It would naturally have been thought that the speculation concerning the reasons underlying the knighthood handed to Mr. W. Max Aitken would by this time have ceased. It has already been explained that the honor did not come to Mr. Aitken because he was a Canadian. Sir W. Max Aitken was not a supporter of Sir Wilfrid Laurier before he went to England, and that is in itself sufficient evidence that honor was done him for reasons entirely unconnected with his birthplace.

As a matter of fact the abilities of Sir Max Aitken as a political organizer and campaigner were quickly recognized in England, and his splendid work in Lancashire, not only in his own constituency but throughout the district, won for him the good opinion of the leaders of the political party with which he was associated. Sir Max Aitken is an Imperialist out and out. He is also a man of strong individuality and quick to see where his party was weak and to apply the remedy. The constituency he was invited to contest had been strongly Liberal, but the energetic campaign waged by Mr. Aitken enabled him to win the seat for the Unionists. The victory naturally placed the winner in such a light in the time light and when the time came when recognition for his services could be accorded, he was recommended for knighthood, and, as a matter of course, duly honored, and the general opinion, as voiced by the British press, is that he had earned the honor and was entitled to it.

Sir Max Aitken was born and bred in New Brunswick, and while his great success was won in the wider Canadian field, everyone in this Province is rejoiced that he has been singled out among those who have entered the British political field for the honor of knighthood. Sir Max Aitken is young in years to have won such signal success, not only as a financier, but in the newer field, of him, of politics. The prevailing opinion is that he is just entering upon a great career. He is already spoken of as one of the chief whips of the Unionist party, and this is a position which always carries promotion with it. The position is not an easy one to fill successfully, but no one who knows Sir Max Aitken will doubt his success, if success is dependent on energy, good judgment, industry and alertness to his duties. All these things Sir Max Aitken has in an unusual degree, and the recognition of what he has already accomplished will act as a spur to such a man to put his best foot forward. Convinced of the correctness of his own position, he will convince others, holding similar views, of the necessity of greater efforts to bring about the change of sentiment that is essential in securing complete victory for his party.

Not only is Sir Max Aitken to be congratulated on the honor conferred upon him, but the Province which gave him birth is likewise to be congratulated upon the honor done one of her sons at an age when most men are only entering upon a career. Now Brunswick has sent forth many stalwart sons, who have done their honor in the Home Land and elsewhere, and amongst these Sir Max Aitken will always hold a prominent place.

THE POLICY OF EAST AND WEST TRADE.

Conquering with the policy of Continentalism and its concomitant, North and South trade, has landed Mr. Pugsley and his Reciprocity organs in an awkward position. No more can the saviour of his constituency and Province, his voice trembling with emotion, repeat those memorable words once uttered in this city of St. John by his honored leader: "I will never rest until every pound of Canadian freight is carried through Canadian channels to Canadian ports." As the result of the last pilgrimage to Washington Sir Wilfrid obviously rests from his labors in this direction. Mr. Pugsley, with all the skill of a quick change artist, has followed suit and appears today before an astonished Province in the role of the farmers' advocate, the champion of the grain grower who, he now declares, must send his Western wheat south to the United States, or starve for want of a "larger market."

Naturally Mr. Pugsley's organs have searched long and diligently for some effective argument to stem the tide of indignation that is rising in the Province at this betrayal of St. John and the interests of the Winter Port. The fact, however, that the Atlantic ports of the United States will immensely benefit by this diversion of Western freight is too patent to be set aside. We commend to their attention the opinions of the Regina Leader, a journal of the same political stripe, which takes the bull by the horns and openly ridicules the idea of East and West transportation. It ignores the policy which, until now, has been accepted by both parties for the last thirty years and boldly announces that the East and West transportation theory is only "in accordance with the good old Tory tradition that the trade of Canada must go East and West."

Mr. Pugsley's organs dare not attempt this line of argument in St. John in the face of his past declarations, but it is noteworthy as showing the desperate straits to which Liberal organs are driven in defence of the Taft-Fielding Agreement. So far from being merely an old "Tory tradition," this eastward and westward traffic theory has since Confederation been one of the basic principles of Canada's national policy. It first found expression in the proposal to construct the Intercolonial. Section 145 of the British North America Act declares the Intercolonial to be "essential to the consolidation of the Union of British North America."

The principle found further expression in the Canadian Pacific project. The primary purpose of that railway, in the minds of those who conceived it—the consideration of immediate importance to them at the time of its conception—was not so much the development of the great stretch of territory between the Great Lakes and the Rocky Mountains; but the connecting up of British Columbia with Eastern Canada, and the Maritime Provinces. Political or national considerations were of greater importance than the industrial or economic.

In the terms on which British Columbia entered Confederation it was provided that the Dominion Government should secure, simultaneously with the Union, "the commencement of the construction of a railway from the Pacific towards the Rocky Mountains, and from such point as may be selected east of the Rocky Mountains towards the Pacific, to connect the seaboard of British Columbia with the railway system of Canada; and further, to secure the completion of such

"railway within ten years from the date of the Union." These words set forth unmistakably the purpose which those who projected the Canadian Pacific had in mind; namely, the development of transportation traffic in Canada on east and west lines.

Whether or not this policy is a "good old Tory tradition" is not of much importance. It is a policy of which any Conservative may be proud. It is a policy conceived by the Conservatives. It is worth recalling that forty years ago it was accepted by orthodox Liberals. This is evident from the following quotation taken from the Toronto Globe of February 3, 1871: "Our readers will be traitors to their country and to British connection, if they lose a single season in making it practicable and convenient for settlers to go to Fort Garry through our own territory, and in putting things in a 'fair way for the Canadian Pacific Railway. It is a 'question not merely of convenience but of national existence. It must be pushed through at whatever expense. We believe it can be pushed through not only without being a burden peculiarly upon Canada, but with an absolute profit in every point of view. Without such a line, a great British North America would turn out an unsubsistent dream; with it, and with ordinary prudence and wisdom on the part of her statesmen, it will be a great, glorious and inevitable reality." So as far back as 1871 the Toronto Globe had become a convert to this "good old Tory tradition."

This tradition was also at the basis of that great transportation conception, the Grand Trunk Pacific, which is said to have had its birth in the fertile brain of Sir Wilfrid Laurier himself. In his speeches on that subject the National Idea, the eastward and westward traffic theory dominated. Speaking on the Grand Trunk Pacific bill in the House of Commons, Sir Wilfrid said:

"A railway to extend from the shores of the Atlantic ocean to the shores of the Pacific ocean, and to be, 'every inch of it, on Canadian soil, is a national as well as a commercial necessity. That such a road must be built, that it is, in the language which I have used, a 'national and commercial necessity, that it is a corollary of our status as a nation, that it is a requisite of our commercial development is a proposition to which, up to this moment, I have heard no dissent. . . . We consider that it is the duty of all those who sit within these walls by the will of the people, to provide immediately means whereby the products of those new settlers may find an exit to the ocean at the least possible cost, and whereby, likewise, a market may be found for the products of those who toil in the forests, in the fields, in the mines, in the shops of the older provinces. Such is our duty; it is immediate and imperative. It is not for tomorrow, but of this day, of this hour and of this minute. Heaven grant that it be not already too late; heaven grant that whilst we tarry and dispute the trade of Canada is not devoted to other channels, and that an ever vigilant competitor does not take to himself the trade that properly belongs to those who acknowledge Canada as their native or 'their adopted land.'"

On this point Mr. Fielding was very emphatic. No North and South traffic for him. No freight for the Hill or other American railroad systems. He said in the House of Commons: "It is desirable that we should give our American brethren to understand that Canada is resolved to work out her independence in these things, that the present proposal will promote this object, and that even if still another railway should be necessary we shall be prepared to construct it."

The Laurier Government, when it entered into an agreement with the Grand Trunk Pacific Company for the building of that road, was dominated by the "good old Tory tradition," that Canadian trade should flow through Canadian channels to Canadian ports, is abundantly evident from the clauses in that agreement. It is sufficient to recall that aid was granted "for the express purpose of encouraging the transportation of goods through Canadian channels," and that "all such traffic, not specifically routed otherwise by the shipper, shall be carried to Canadian ocean ports."

There has never been a more complete reversal of a long established policy. Today we have members of this same Laurier Government going up and down the country advising and encouraging the adoption of an agreement which they admit will divert Western grain and other Canadian produce South. It will be routed South to United States mills to be eventually shipped through United States channels to United States ports. Lured away by the wiles of President Taft, the Government rushes eagerly towards Continentalism, conveniently forgetting one of the fundamentals of Canada's national policy which has been accepted by both political parties for forty years.

Current Comment

(Toronto Globe.)
Writers on the subject of forestry would do well to note the inter-relationship between four words which are often inaccurately used. Land covered by forest is "deforested" when it is cleared; land that never grew a forest is "afforested" when it is made to grow one; land that has been cleared of one forest is "reforested" when it is made to produce another; and land that has been "afforested" once is "reafforested" when it is a second time planted. The term "reafforested" is used very often when "reforested" would be the correct word.

(London Times.)
Great interest centred round the race between Magdalen and the Canadians on Friday in the Grand Chalk Cup. The Canadians were led from the start, but held on most gallantly, Magdalen obviously outclassed them in pace, but they will always be remembered as one of the best crews that has ever visited this country. They rowed with great determination, and with more length they would have been extraordinarily fast.

(Montreal Gazette.)
The Government party newspapers are making much of Sir Wilfrid Laurier's invitation to his partisans to follow his sixty-nine year old hair as the Protestants at Ivy followed the white plume of Henry of Navarre. The resultant enthusiasm seems hardly equal to the expectation. A white tuft waving over a stained record does not seem to give the color effect the people like.

(Lethbridge News.)
You must take Reciprocity or leave it alone forever, says President Taft. That language sounds very much like Sir Wilfrid Laurier's invitation to his partisans to follow his sixty-nine year old hair as the Protestants at Ivy followed the white plume of Henry of Navarre. The resultant enthusiasm seems hardly equal to the expectation. A white tuft waving over a stained record does not seem to give the color effect the people like.

(Ottawa Citizen.)
Special from the Canadian Associated Press: "The London Times this comments editorially on the political crisis: 'The Lords are up against it, and that must Aquilith is getting ready to pan them good and plenty.'"

(Winnipeg Tribune.)
From a wedding story to a Western paper: "The bridegroom's present to the bride was a handsome diamond brooch, together with many other beautiful things in cut glass."

(Washington Star.)
An economist is usually a man who can save money by cutting down some other person's expenses.

RECIPROCITY NOT PART QUESTION

To the Editor of The Standard.

Sir—I would feel grateful if you would allow me the privilege of using your columns to deliver a message to the men of the Maritime Provinces, especially, I wish to impress upon their minds the fact that reciprocity is not a local issue, neither is it a party or provincial matter. It is a national issue, of vital importance, and upon the decision rests, not only now but for many years to come, the national and individual welfare.

Whatever affects the nation as a whole, reacts upon the individual, so that, if reciprocity is detrimental to the best interests of the nation, it follows that it must be detrimental to every individual who suffers in proportion. This question should not be treated from a party standpoint altogether, for the reason that they tell, that, stick to the chestnut of the continent who pride themselves upon the fact that they are descendants of Loyalist stock, and while they tell, they are not the least bit patriotic. At what particular date did we surrender our national independence at the demand of our neighbors to the south?

Yet we are told by those in authority that we are bound in honor to see the matter through, no matter if it brings national ruin in its wake; there can be no retreat. I take issue with that proposition. We are told that reciprocity will be of great benefit to farmers. I beg to differ. I will say (and time will prove the truth of my statements), that if we give our sanction to this measure, we will find out, when too late, that our effort upon our prosperity will be for nothing.

I have pointed out on several occasions the fact that in Great Britain, where free trade has been tried—not the trade of the United States, but the thing which we here know as reciprocity, but the real thing—it has been found wanting, and wise men are now ready to admit that the pendulum is slowly but surely swinging in the direction of protection. I would like free trade, advocates to enquire among their friends in the old country as to the truth of my statements. I also refer them to the remarks of a British and Imperial statesman as published recently, "that however the question of reciprocity was decided between Canada and the States, free trade in Great Britain is doomed, and must go."

If free trade is a failure where it had the best possible chance of existence, how can it be of benefit to us? If we must have reciprocity, why not have it within the Empire? Surely that is a bigger market than the one we are now after. Great Britain will take our raw material more readily than the States even. She is always ready to trade with us if we are willing, and be very glad of the opportunity.

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By using the principles of reciprocity within the Empire we can dispose of our surplus without opening the home market to the competition of other nations, which would undoubtedly be the case, if we formed a "commercial union" with the United States whatever we may be told, notwithstanding.

Treaties made with other nations by Great Britain cannot be terminated at a moment's notice, and while they remain in force, just so long will this country be bound to allow competition from those nations if we once throw open our home market to the States. The effect ultimately will be to force down prices of produce to a starvation point.

This is what is before us if we vote for reciprocity with the States. I am sure that Canadian farmers were more intelligent than the farmers of other countries, but I am beginning to modify my opinion in that respect. I am more than astonished at the manner in which they are allowing themselves to be led like lambs to the slaughter. If they would only open their eyes they would see the pit of destruction yawning before them, ready to swallow them up.

There is no way of waking them from the hypnotic sleep of which they appear to be the unfortunate victims! Awake thou that sleepest! Don't they see that the American can and does, grow crops of the same crops that we grow, and some that we cannot grow? Don't they see that when the American farmer has a surplus of any particular crop, he will endeavor to force it upon our market, in competition with our surplus of the same crop, thereby causing the market to be glutted?

What will be the effect on prices, we know the result. On top of that, other nations will place their surplus on the market, that will bring the prices down still lower. Then, where are we? In that event what becomes of our national and individual prosperity?

Let us bring all the intellect we possess to bear upon this question, in all seriousness, and decide it as common sense approves, always taking into consideration the immediate and future benefit. Be sure of the ground, then go ahead, and vote for a full wallet, not a gold brick.

Bath, N. B. W. H. BRANLEY.

THE SMOKE NUISANCE

To the Editor of The Standard.

Dear Sir:—Today we have in St. John many laudable societies for the betterment of the appearance of our city. The Arboricultural and Horticultural Societies may be instances as being in the forefront with this praiseworthy object in view. Many of our streets have been taken in hand either by these societies or a syndicate of citizens with truly wonderful results. The beautifying of German street might here be quoted of what can be done by combined work along these lines.

There is no question, but that St. John of today presents a much cleaner and brighter appearance than the St. John of ten years ago. This has only been accomplished by the united work of public spirited citizens coupled with the energetic efforts of the board of trade to keep up with their slogan of a "Brighter and Better St. John."

The board of trade with characteristic enterprise, sent night letters stating the remarkable and salubrious climate we possess, and the evils of the cities in the states that were sweltering in heat that caused the mercury to bubble at the top of the thermometer.

This, and other advertising has doubtless caused more than the usual influx of tourist travel. That they enjoyed the climate goes without saying, but many and strong were the remarks passed regarding the smoke and soot nuisance.

The American visitor naturally loses sight of the fact that anthracite coal which is extensively used in the states is practically smokeless and sootless, while here, in common with other Maritime towns, bituminous coal is principally burned with its attendant evils of dense smoke and soot.

There are only two ways in which this nuisance can be overcome or in any manner abated. For factories, mills of other large workshops, I am given to understand there are several devices on the market called smoke consumers, which from all accounts have proven successful. This device of course could not apply to the residential or business portion of the city. In mentioning the business section it is only necessary to quote Canterbury street and Prince William street, in the neighborhood of the City Hall, to bring home to the mind of any reader the thought of many speckled collars and white vests, while the ladies with true feminine memory on all things pertaining to dress, sigh for numerous soot besmirched frocks. Some time ago a local concern advertised a device for cleaning flues, just with what success it met I do not know, or whether it is still on the market, but there is no question, some such device is daily becoming more imperative.

This is the situation today. What are we going to do about it? Halifax, Sydney and many other provincial towns have laws enacted making it compulsory for householders to clean their chimneys every three months. Fines are imposed on those who neglect to comply. This law is being more rigidly enforced every year in these towns with the result that this nuisance has been greatly mitigated. Have we any such law here? If not, why not?

It only requires a few of the men who have the welfare of the city at heart to band themselves together and enter upon a campaign against this grievous annoyance that will swing the people of St. John into line and give us the Board of Trade advocate in their slogan a truly "Better and Brighter St. John."

Is the wish of
Yours truly,
A SOOT ELIMINATOR.
F. C. LITTLE
Bank Clearings.

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