

The St. John Standard
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ST. JOHN, N. B., TUESDAY, OCTOBER 28, 1919.

THE GRAND TRUNK BILL

The government's Grand Trunk bill raises questions of first importance to the port of St. John. Some of the Liberal speakers in Parliament have pretended to fear that if the government takes over the Grand Trunk and makes it a part of the National Railway system there will be a diversion of traffic to Portland, Maine, to the prejudice of the interests of our own Atlantic ports, but the grounds for this fear are not very clear.

The government proposes that if the road is taken over the management of it shall be kept free from politics, and some Liberals by a truly Liberal process of logic argue from this that therefore the management will be permitted to use the road to develop the business of an American port. The management may have the fullest autonomy in matters of administration, but to suppose it will be independent of the government and Parliament of Canada in matters of policy is absurd. It is likely that the management would be able to obtain money from the Canadian Parliament to develop harbor facilities at Portland.

It is possible that the Government may decide to sell or lease the Maine section of the Grand Trunk under conditions preventing its use for the diversion of traffic from Canadian ports. On the other hand a very considerable portion of the business of the Grand Trunk arises from the movement of freight between Portland and Chicago and other points in the Western States. The Grand Trunk has a large revenue from this traffic which is carried by this route because the American shipper or consignee prefers it to the all-American route, and the business gives employment to a considerable number of Canadians. In a short time this American business will tax the port facilities of Portland, and there is no particular reason why the Government should refuse to handle a large American business because American shippers prefer to have it routed via Portland, instead of St. John or Halifax.

It may be expected, however, that if the Government takes over the Grand Trunk it will not be used as it is at present to divert traffic from the Transcontinental and away from St. John and Halifax. The Grand Trunk is diverting traffic to and from Winnipeg to its lines through Chicago, because it thereby obtains the money which would otherwise go to paying interest on the indebtedness of the Grand Trunk Pacific. When the Canadian National system is rounded out and reorganized through traffic as well as traffic from the rapidly developing centres of Western Ontario will be routed by the Transcontinental, swelling the volume of business through St. John and Halifax. At present St. John gets none of the traffic which the Grand Trunk carries from or to the populous centres of Ontario served by it, but with the Government in control of the road some of its Canadian business may be expected to come to St. John, especially now that the Government owns a large fleet of merchant ships for which it will be seeking cargoes.

MARITIME COMPETITION

Inevitably the determination of the United States to build and operate a great fleet of merchant ships has begun to cause friction. America's new admission is a challenge to the maritime supremacy of Britain, which before the war possessed an undisputed predominance in the ocean-carrying trade of the world, and which today in spite of enormous losses has a big lead over all other competitors. After America's entrance into the war British and American shipping policies were adjusted to the common need, but with peace and the return of ships to the control of private owners co-operation for a mutual purpose is yielding place to the rivalries of conflicting interests. Outcroppings of the new commercial struggle are appearing here and there. British shipowners, with traditional enterprises have begun to force the issue on the question which must govern maritime policy in the future. They could have maintained high freight rates by agreement with the Americans, but they chose to initiate a policy of reducing ocean freight rates on strategic routes—perhaps with the object of enabling British trade to take advantage of every possible opportunity. This policy has naturally annoyed the American shipping interests, who with ships of greater cost and lesser experience are not now in as favorable a position for competition in rate-cutting as they might be later on. Irritation has also arisen over the division of enemy tonnage, seized as a prize of war. The American Shipping Board has determined to retain possession of the Imperial and other German ships which had been loaned to the United States to carry troops; and the British have taken over a dozen oil tankers which belonged to a German company said to be a subsidiary company of the American Standard Oil Company. It is said both the questions should have been a subject for diplomatic action; but the American Shipping Board contends that it made heavy expenditures on the German ships for which the British offered no compensation, and the British say they are unaware of any previous agreement by which the oil tankers would revert to their original owners. The action of the American Shipping Board in cancelling all sailings to ports in the United Kingdom during the last days of September when the British railway strike was in progress has also been interpreted in some quarters as an invidious proceeding. The American Board's defence is that, in spite of the British government's reassuring statements, their advice were that the English railways were completely crippled, and that the congestion in British ports was threatening to say the least. Competition between Great Britain and America on the high seas is inevitable, but the more conservative minds in the two countries are already seeking to compose the differences of policy which develop minor irritations and to keep the rivalry on a plane that will not threaten friendly relations. Meantime, however, it is annoying to observe that one result of the North Atlantic Shipping Conference has been an indefensible discrimination against Canada, at a time when this country is eager to develop trade with Great Britain. This Conference has decreed that freight charges on Canadian goods received by British consignees must be figured as New York exchange rates, instead of Canadian exchange rates. This decision, which, at present exchange rates, compels the British importer of Canadian goods to pay about fifteen cents on the pound sterling more than he would have to pay if he were able to compute the freight charges at the Canadian rate of exchange, places the Canadian exporter looking for business in Great Britain at a disadvantage. It only applies to shipments by liners, but as liners are mainly employed in the Canadian-British trade, the discrimination is serious enough. Its effect may be to induce the government to hasten its shipbuilding programme, and to stimulate the movement to develop an all-Canadian service independent of American or British shipping companies.

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farmers' candidate. The Liberals have only the consolation of retaining the historic Liberal seat so long represented by Sir Wilfrid Laurier.

WHAT THEY SAY

The Alternative. (London Free Press.) Montreal is opposed to public ownership of the G.T.R. Probably prefers C.P.R. ownership, giving Canada all the benefits of the giant railway monopoly!

Trouble Coming. (Hamilton Spectator.) Whoever is chosen leader of the Ontario Legislature, as at present constituted, is likely to realize that he is at the head of a "mighty awkward squad."

As to Frank Oliver's Newspaper. (Edmonton Journal.) Ottawa despatches tell us of all the railway lines, hotels, etc., that will be taken over by the Government when it purchases the Grand Trunk system. But what we really are interested in learning is what's going to happen to the Grand Trunk's Edmonton newspaper stock.

A Bad Plan. (Calgary Herald.) Montreal school board has suggested that all male teachers be dismissed and their places taken by females. This because the male teachers have asked for salary increases. If the board takes that action it will be making a fatal mistake. The trouble with education already in Canada is that there are too few male teachers on the job.

The Underpaid Minister. (London Advertiser.) A striking for higher wages will have the sympathy of every fair-minded man and woman. With few exceptions, men of this noble profession are self-sacrificing in the interests of their fellows. To them we turn for spiritual comfort and support in those dark hours that enter every home, and it is given generously and effectively. The clergyman is to be found wholeheartedly fighting for the cleanest, healthiest and happiest communal life, combating the mean, the indecent and the dishonest. Yet he is grossly underpaid. His is the case of the laborer being more than worthy of his hire as present stipends go.

Remember Him. "Did your rich uncle remember you in his will?" "Not personally. But he endowed a home for the indigent. I fancy he expected me to collect shares that way."—Detroit Free Press.

A Hot Comeback. Cuthbert—Do you sell dog biscuits in this dirty little shop? Offended Shopkeeper—Yes, sir, will you take them away or will you let them here?—Answers.

Pleasant Information. Edith—Dear Jack is so forgetful. Maud—Isn't he? I had to keep reminding him that it's his own engagement to do it.

Taking No Chances. Gibbs—So you went after the job I thought you believed that the office should seek the man. Gibbs—I do, but this is a fat job and I thought it might be a good thing before it reached me.—Boston Transcript.

Economical Suggestion. "John, I need a new dress. All I have are out of style." "Everything's frightfully high, my dear. Better get a dress made to order while and pretend to be superior to the fashions."

"A Britisher." (Kingston Standard.) Some time ago there was a discussion as to a name which would describe all the peoples of the British Empire and "Britisher" was one of many suggested. Without any particular attention being paid to it, it seems to be winning its way into public favor. A good instance of this is the following words of the Prince of Wales can be taken, spoken at the Toronto Exhibition: "The British Empire and 'Britisher' are the same thing. Canadians, we are all Britishers, which, for lack of a better expression, means loyalty to the British flag and to British institutions; in other words, citizens of the British Empire. I am a Britisher through and through, and I know of no place where I could feel prouder to say so than in Toronto." With such an endorsement as this it is to be hoped that "Britisher" will not be accepted throughout the Empire, and known for what it stands for throughout the world.

A BIT OF VERSE TO ENGLAND. O little island, set in sea Of silver, sun by him. Who wrote the glowing page Thy deeds of valor grim. Rise up and be the pioneer Of the new world's dream. Thy poets knew when to them came The bright, authentic gleam. Which gave them vision in the night— A wise, prophetic hand.— Who saw the New Jerusalem In thy green, pleasant land.— Who saw the Parliament of Man. The bloodstained banners furled, And looked from thence to emanate The new law of the world!

O England, where the great waves break Upon thy timeworn shore, Still blaze the trail and lead thy sons As in the days of yore! Until, at last, by man is won The prize to manhood due, And all thy people, freed of love— And more, shall be made true.—H. M. Ridley, in Ottawa Citizen.

A BIT OF FUN Woman's Way. He emerged from the dining room window and slunk stealthily toward the shadows. "Uilo, 'Emery!" replied.

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Little Benny's Note Book

BY LEE PAPE. I was sitting in the parlor last Sunday with brown stockings on account of ma making me put them on, and pop sed, Benny, as the cat sed to the erator ven it wouldn't come out of its shell, wats the idee of sticking in the hose on a bewillid day like this? He's ashamed to go out with brown stockings on did you ever heer anything so ridiculiss? sed ma. Do you think I want all the fellows laffing at me, I sed. Wat siddisticks sed ma and pop sed Wy doo you appeal to his reason, mother, thats the ony way to manage a boy at his age. He hasent any reason, sed ma, and pop sed, Ill manage him—Benny, dont you realize that brown stockings are as respectable as any other color and that we must not judge our fello beings by the color of their legs? Well, the other fellows dont know that, I sed. This very true, thats a good anser, Benny, but at the present time, wen everything is so expensive, doo you think you awt to wear even brown stockings rather than let them go to wast? I dont want the fellows laffing at me, I sed. Well, that hardly answes the question, but even so, arent you strong minded enuff to ignore the boys wen they laff? sed pop. No sid, sed, With I aint. Are you a thoro reasoner with him, hee hee, sed ma, and pop sed, Maybe you were rite after all, his reasoning powers dont seem any too well developed. Wich jest then Pads Shinkins went past the window, and wat did he have on but brown stockings, ma sayinge, Thero, did you see wat Charles Shinkins was wearing, then. And in about a minnit Skinny Martin went by, and wat did he have on but brown stockings too, looking even browner on account of so much of them showing above his O wats a nice care wio a respectable wio go out. Do you meen you think youll go out with brown stockings? sed pop, and I sed, Yes air, and he sed, Thats ony wat you think, you go up to your room and put on black ones or elts stay in the house. Aw G, pop, vy? I sed, and pop sed, Because Y is a crookid letter. And I tried to argew some more, but pop wouldn't argew, so I went up and changed them.

marked the shadows. "Get er joo!" "No," replied Emory. "Where dyou look?" "In er jewel case, and bin navery drawer in er bureau." "Lord, the man, yer dont no nuff about the ways of wimmen. Why didnt yer look in the bart room? You'd a found the 'ole bloomin' lot where she left 'em on the wash basin!"

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WEDDINGS. McBride-Hughes. The marriage took place at Cathedral, yesterday morning, at 10 o'clock, of Joseph McBride and Catherine Hughes, both natives of Prince Edward Island. The ceremony was performed by Rev. Wm. Duke, with nuptial mass. The guests were J. A. Buckley and Louise Williams.

NO EX The idea and diff bread m of quick ROY light, sweet with in is set. Full in Royal W free upon E. W. Gillet