

The St. John Standard

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ST. JOHN, N. B., THURSDAY, APRIL 14, 1921.

THE MARITIME PROVINCES

The mission which the Hon. R. B. Egan of Nova Scotia has undertaken, to endeavor to get a reduction in the freight rates on the Intercolonial Railway—must surely have the hearty endorsement of the whole population of the Maritime Provinces. These provinces are now laboring, and have been for many years laboring, under several serious handicaps which have not only materially retarded their progress, but have put them at grave disadvantages in every way in matters of trade and commerce. The burdens which the people of these provinces are called upon to bear appear to get heavier as time goes on; and it is no wonder therefore that they are getting rather restive under them and are calling out for relief.

Like all Great Canada, Canada may be divided into three parts—perhaps it might more correctly be said, into four parts. The Maritime Provinces, Quebec and Eastern Ontario, Western Ontario and so on to the Rockies, and British Columbia. Although they form one Dominion, the interests of each of these component parts are utterly dissimilar—in fact in some respects they are antagonistic. There is a considerable tendency in the two mid-dle districts of the country to regard the two outer ones as non-entities. British Columbia is strong enough to resent this, and is willing if necessary to stand on its own; the Maritime Provinces have not as yet reached that stage, though they are rapidly approaching it.

The Dominion of Canada came into existence as the result of a proposal to unite the three Maritime Provinces into one, and it begins to look as though the proposal will have to be revived and carried through before the rest of the country is brought to the proper realization of the rights of these provinces. The Maritime Province discarded their plan for union and consented to enter into Confederation in the belief that it would be for their advantage. They have since found out that they got badly fooled. They undertook to pay and did pay their share of the cost of the development of the canals of Ontario, which constitute a very considerable part of the transportation system of that province, and they were promised in return a railway which should give them ready access to Quebec and Ontario and the markets of these provinces. They got the railway it is true, but the policy of each successive government seems to have been to make it of as little use to the people of the provinces by the sea, as possible. While a service is provided, the rates are on such a scale as to practically kill traffic. The Railway Commission which has power to set passenger and freight rates on all other railways in the country, claims that it has no authority to lay down any scale for the government roads. Consequently trade and commerce between these provinces and other parts of the Dominion is completely throttled. Customers in Upper Canada who would patronize the manufacturers of the Maritimes, are held back from doing so on account of the heavy transportation charges, which would make their purchases too costly. They find it cheaper to buy from over the border, and pay the duty.

Upper and Western Canada either do not realize, or else they are indifferent to the fact, that the whole Dominion is dependent upon the ports of the Maritime Provinces for their trade during five months of the year. But for Maritime ports, Canada would be wholly at the mercy of American ports, which could impose just what terms they thought fit upon all traffic passing through them to Canadian points. As far as St. John is concerned, her own citizens have made this port what it is at their own expense, and the whole of Canada gets the benefit of their expenditures. The port of Halifax has been largely developed by the Railway Department, so has less cause for complaint than St. John, though it has not received the amount of government recognition it should.

AT OTTAWA

The railway question continues to transcend all other political problems. After several futile attempts on the part of Mr. Mackenzie King to play politics, a committee has been appointed to look into the question of establishing a link between Parliament and the Management of the National Railways, the duty of which will be to determine just how much of its business can the National Railway Board make public in Parliament without placing it at the mercy of its competitors and injuring the public interest. Naturally, there are some matters which cannot be made public, seeing that the National Railways have a mighty competitor in the C. P. R.; but, on the other hand, it is felt that Parliament, which is called upon to pay the bills, should have as much knowledge as is consistent with public safety in regard to just what it is that it is paying for. Mr. King as is his wont, demanded the impossible. He wanted a committee that would compel the National Railways to lay all of its cards on the table, to divulge all facts and figures in its possession every time an Opposition member desired to go on a muck-raking expedition or to satisfy a whim for an inquiry. Fortunately, the good sense of the House prevailed over this, and the Government's position was wrenched by a substantial majority. As a result, the new committee, composed of the best brains of the House, will be soon at work, charged with what is unquestionably the most important task that has been submitted to a parliamentary committee in many years.

Apart from the railway question, the session develops little of moment. Estimates are being voted, but, mainly owing to a great deal of haphazard, haphazard criticism on the Opposition's part, there is little progress. Thus, for example, one member of the Opposition consumed no less than five hours of the public's time last week with a rambling discourse on the Canadian Merchant Marine. The Budget threatens to be late. This, perhaps is not surprising seeing that the financial situation shows little sign of improvement and that the Government is probably considering special measures to deal with it. In a little more than two months' time the Conference of Premiers opens in London and Mr. Meighen will attend. As it is not likely that he will adjourn the House while in attendance or leave Canada before prorogation, the end of the session may be looked for early in June. Cabinet reorganization is now almost sure to be delayed until after the Premier's return.

THE ATLANTIC PORTS

We desire to assure our contemporaries, the Quebec Chronicle, that the article which appeared in these columns a few days ago with reference to the ports of Quebec, St. John and Halifax was inspired by no "spirit of jealous hostility"; nothing in fact was further from our thoughts. It was inspired by the fact that the Maritime Province ports are persistently and consistently ignored by Upper and Western Canadians, all of whom appear to think that Canada ends with Quebec in the East and the Rockies in the West. The gentleman who wrote from Regina appeared not to know that St. John and Halifax existed, for he said that Western grain could only be shipped out of Canada in the winter through United States ports. And also that if Sir Wilfrid Laurier had lived, he would have made Quebec the shipping port for grain all the year round. The fact that Sir Wilfrid Laurier built the N. T. R. through New Brunswick en route to Halifax shows the absurdity of this writer's statements.

We appreciate the Chronicle's invitation for St. John and Halifax to co-operate with Quebec in getting the grain routed through these ports, but as long as the present discriminatory freight rates are in operation against Maritime Province ports, it is little use these ports making any move in the matter. The long haul and excessive rates are heavy factors against any great increase in traffic from the West. The N. T. R. was built for the express purpose of bringing Western traffic through Canadian ports, and in this regard, it has proved an utter failure. With the Grand Trunk becoming a part of the National Railway system, the Government will have every inducement to ship grain by the shortest route, that is of course assuming that the United States government is willing to allow the government of another country to own and operate a railway on American soil. If Canadian grain can be shipped via Portland over National rails, why haul it all the way to St. John and Halifax? As the Hon. F. J. Sweeney would say "No Chance."

WHAT OTHERS SAY

A March Proposition.
 We understand that a proposal to let the Germans pay by taking over the British income tax was rejected as involving of vindictive harshness towards a defeated enemy.—Punch.

A Nebraska girl writes to a newspaper that she wants for a husband a man who can swear when necessary, stays out at night and chews tobacco. This is the kind of a man many women get whether they want him that way or not.—Detroit Free Press.

The Divine Chaplet of Genies.
 Some years ago a great-grandmother, has one leg and has just down from Paris to London to take the part of a twenty-five-year-old love-stricken youth, in her new play. She still wears the divine chaplet.—Montreal Herald.

A Glass Apart?
 Complaints made that some of the younger clergy in England are abandoning the distinctive dress of the ministry. At a certain church gathering not long ago a young minister appeared in secular garb with a "flaming yellow waistcoat." "It excited my amazement," said an older minister commenting on the fact. "It was an outward and visible sign of failure to recognize that he is a being apart from other men." A result of the war, no doubt. In that great struggle many a minister learned that it was only by mingling with his fellow men and by refusing to regard himself as a being apart that he was able to be of any service.—Woodstock Sentinel-Review.

"A Timely Ultimatum."
 Hon. Arthur Meighen's ultimatum to the Grand Trunk Railway will appear to the business sense of the people of Canada. Coupled as it is with the declaration that no return to private ownership is being even considered, the Premier's statement can be taken to mean that no more drift is to be tolerated in connection with the railway question. The dilatory tactics of the G. T. R. in presenting its case to the Board of Arbitration are interfering with the consolidation of the system of national railways. That consolidation is necessary to the introduction of a policy of economical operation. Economical operation will bring confidence in the roads, and a reduction in deficits, the two essentials to any solution of a railway problem that is too serious to permit of further delay.

A BIT OF VERSE

APRIL.
 April, Maid of many moods,
 Welcome to our hearts again!
 Wake the sleepy underwoods
 With your wind-drift and your rain!
 Meadows greet you with a smile,
 Rivers leap and laugh, the white
 Birds with liquid interludes
 Chirp and sing—
 "Goodbye Winter! Goodbye Winter!
 Goodbye Winter, welcome Spring!"

April, Maid of sun and showers,
 With a lavish apron gay,
 Lick the dew with happy flowers
 While the little children play.
 Hark! the branches of the trees
 Make sweet music with the breeze
 In the green-fresh, leafy bowers
 Chirp and sing—
 "Goodbye Winter! Goodbye Winter!
 Goodbye Winter, welcome Spring!"

April, Maid of promises,
 Let the wonder-child, redemptor
 Of thy woods and hills and streams,
 "Thankful we that other lands
 Share the gifts thy dainty hands
 To a world of dreary days
 Always bring
 When the Winter, when the Winter
 Leaves us and we welcome Spring."

THE LAUGH LINE

It was an unfeeling married man who declared that his wife is pensive when she is not expensive.

To the Matrimonial Sea.
 "Why are those ladies standing there before the church?" asked Pont.
 "Oh, they are waiting," answered Wear.
 "To see the tied go out."

How He Got It.
 "How did you get the reputation of being such a great connoisseur of art?"
 "Whenever I saw a picture that seemed to me particularly ridiculous I declared that it was sublime."—Pearson's Weekly.

Don't Lose Heart.
 A very stout lady called at the tailor's to be measured for a suit one day.
 The tailor duly proceeded to take the measurements, and on arriving at the waist measurement he asked the lady to hold one end of the tape at a certain point on her waist line.

Taking a deep breath, as of a man setting out on a big journey, he took the other end of the tape in his hands and remarked:
 "I'll be back in a minute." And he disappeared behind the lady's back.

Why the Scapple Scapp.
 Miss Scapple-John, I've invited one of my old sweethearts to dinner. Do you mind?
 Scapple—Certainly not! I always like to meet lucky people.

Peevish, At Last.
 "I had to kill my dog this morning." "Was he mad?"
 "Well, he didn't seem any too well pleased."

Wanted to Know.
 Queen—Have you ever kissed a girl?
 Oswald—Is that an invitation or are you gathering statistics?—Cornell Widow.

Sure Sign.
 She (tenderly)—When did you first know you loved me?
 He—When I began to get mad when people said you were brainless and unattractive.—Brown Bull.

Benny's Note Book

BY LEE PAGE

THIS PARK AVE. NEWS.
 Sports: A contest took place last Saturday afternoon in which drug store to see who could make the most noise drinking soda water with a straw, the result being a tie between Puds Skinkins and Sam Cross. Others taking part in the contest was Benny Potts, Artie Alexander and Ed Wernick.

Enter! B. Potts Wastes His Energy. It was the girls day off last Thursday and Benny Potts offered to help his mother bring the things in to life table, any his services was cordially declined after he had split half the peas and all the bread.

POEME BY SKINNY MARTIN.
 Little Ben O My!
 The skin of a apple is useful
 And so is the stem and the core
 And yet if it weren't for the seeds
 There wouldn't be any more.

Introducing Puchs About Intriguing People. Nobody ever saw Puds Skinkins mad, probably being wat keeps him so young looking.

Shasley. Last Wednesday afternoon Mr. Eld Hunt was proudly skating backwards in front of Miss Mary Watkins, Miss Lor-der Mincer and Miss Maud Jonson, when suddenly he tripped and sat rite down in a puddle and was overcome with mud and embarrassment.

Lost and Found. Neither.
 Learn to the sailors motto. Terms reasonable. See Reddy.

Merty. (Advertisement.)

IN THE EDITOR'S MAIL

We have received a communication from a correspondent who signs himself "Fair Play, and a Worker." As it refers to some of the labor leaders by name, we must ask the writer to supply us with his own name, if he wishes the communication to be published.—Ed.

Village Club Holds Delightful Session

Feature of Evening Was a "Song Contest"—Splendid Entertainment.

Hillsboro, N. B., April 13.—At its last meeting the Village Club was delightfully entertained at a musicale held at the home of Mrs. C. S. Steeves. Mrs. Steeves was assisted by Mrs. G. E. Dawes. An interesting feature of the occasion was a song contest conducted by the hostess and Mrs. Dawes. The house was made attractive with floral decorations. A good attendance of members was present. At the close delicious ladies were served by the entertaining ladies. A pleasing program was carried out consisting of a piano solo by Mrs. J. H. Berne; piano duet, by Mrs. C. S. Steeves and Mrs. F. M. Thompson; piano solo by Mrs. Cliff Steeves; vocal solo by Mrs. K. B. Bishop; readings by Mrs. Garvey and Mrs. Dawes.

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TRIPLE ALLIANCE STRIKE CALL FRIDAY EVENING

Expected That Ad-Strikers Will Make 900 Men Out

OTHER UNIONS TO JOIN THE WALL

Ultimatum Issued Three Unions to Government Early Yesterday

London, April 13.—Great triple alliance of labor with members from their posts at 11 o'clock Friday night, it was expected that the strikers would reach an agreement with the government and the strikers' strike began April 1.

The triple alliance is the National Miners' Federation a membership of 800,000, the Union of Railwaymen 400,000 and the National Union of Transport Workers 100,000. It has been estimated that the alliance should call there would be nearly two millions of men in Great Britain.

The decision to strike was unanimously by the transporters and railwaymen, J. L. general secretary of the union said after this morning.

"The walkout" he declared took place at ten o'clock Friday night, it was expected that the strikers would reach an agreement with the government and the strikers' strike began April 1.

The reaffirmation by the Miners of its pledge to strike, however, threw the question of its members would still strike. Many observers found reassurance today that the days to strike was not far off.

One of the many un-

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