

The Evening Times-Star

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SAINT JOHN, N. B., MARCH 31, 1926.

THE WEST AND MARITIME PORTS

The hearing before the Railway Commission with respect to export grain rates on the Transcontinental, finished a few days ago in Ottawa, in which the Maritime Provinces are very directly interested, has been the subject of very vigorous comment in the West. Montreal, which in recent years has profited richly by reason of the export of American as well as Canadian grain, has been rather indifferent hitherto regarding the claim of Saint John and Halifax that they should have a much greater portion of the Canadian grain leaving Canada for the overseas market.

Montreal in this matter has apparently ignored the fact that, though it had more than 30,000,000 bushels of American wheat last year, which made it somewhat complacent regarding the diversion of Canadian grain to American channels, it will not enjoy that American traffic a few years hence. The United States, while it is a great crop about twice as great as that of Canada, has comparatively little grain for export, and because of increasing domestic consumption, and also because of the diminishing area sown to wheat, economists are convinced that within a very few years the Americans will cease to export grain. Canadian land for wheat growing is cheaper, and the Canadian wheat is of a superior quality. So it is position emerges that Canada will continue to be the greatest exporter of wheat of all nations, and the United States will no longer be a competitor in the Liverpool market, where the world price of wheat is made. Under such circumstances, Montreal will no longer profit by the extensive traffic it has enjoyed in American grain, and it will then be more fully aware of the fact that it is not only a harbor but to the country at large arising from the fact that practically three-quarters of the export grain of Canada passed for Great Britain, and Europe passes not through our own ports but through American harbors.

The Maritime Free Press, after reviewing the case submitted to the royal Commission at Ottawa by the Quebec Harbor Commission, reinforced by counsel for the Maritime Provinces, says:

"The Quebec Harbor Board in the report submitted to the Commission in its last year which is now being argued, takes the ground, very familiar to the West, that 98 per cent of Canadian grain going out by the Atlantic goes through United States ports. As a government of Sir Wilfrid Laurier in 1908, when the Transcontinental was virtually completed, foresaw just this situation and it was to encourage ship shipments through all Canadian channels that the road was built. The cost was built with a life of four decades of one per cent, and with a route which shortened the distance from Winnipeg to Quebec by 240 miles, and from Halifax by 240, or road day's run for freight trains. When the six-cent rate was put into effect a considerable quantity of grain did go out this way and the effect on shipping at the Maritime ports and Quebec, it is claimed by the Commission, was most marked."

The evidence on both sides, for the railways opposing a lower rate for grain on the Transcontinental, and the case of Quebec and the Maritimes insisting upon an eleven-cent rate from Armstrong to Quebec, has been submitted in detail to the Railway Commission, and its decision is being awaited not only with interest but with a general expectation that the Board will render a judgment having regard for the greater issue involved—that of the public interest rather than one holding the existing rate structure sacred. Without in any way seeking to prejudice the issue, the Free Press, having in mind not only the interests of the Western wheat growers but those of the Maritime Provinces as well, says:

"The Free Press feels, however, that the whole matter is far too important to be left in the position it is now. The arguments heard this week mark the beginning of the general inquiry by the Railway Commission into the general rate structure of Canada. Hearings will take place, no doubt, all over the Dominion. Thereafter long considerations may be expected at the hands of the board; it is unlikely in the extreme that any tariff will go into effect for some time after that; there will no doubt be the usual appeals and requests for interpretation and so forth. "This delay would be most unfortunate now. The time for action is now. There are still some 30,000,000 bushels of this season's crop to be exported, via Atlantic ports. Before any possible action is likely from the commission another crop will be on top of the country and once more United States channels will get the benefit of Canadian production and the Maritime ports will still be in their slough of despond."

That, it will be felt in the Maritime Provinces, is a wholly reasonable view. The Free Press goes further. It remarks that Mr. Dunning, the new Minister of Railways, is expected to take a strong position with regard to the question of all-Canadian transportation. Mr. Dunning, the Free Press reminds all and sundry, is "a person of directness and action. He has here an opportunity to make a move which will result in benefit to several parts of the Dominion, and a number of interests, not to say anything of political advantage to the administration which needs such things if any government

ever did. There is ample time to bring down legislation this session, implementing to the full, in the light of present conditions, the pledges made to the people of Canada by the government in power in 1908. In our opinion this should be done forthwith."

Thus, it is clear, the Prairie West stands by the Maritimes in their claim that the grain traffic now diverted to American ports should be reclaimed for Canadian ports and Canadian railways.

It might be said that, inasmuch as this vital issue has been referred to the Railway Commission, with power to act, it would be only reasonable to await the judgment of that tribunal.

But the Free Press, rightly enough, takes the position that, whatever the Railway Commission may do, it is the duty of Parliament to go on record, without equivocation, as declaring in favor of Sir Wilfrid Laurier's policy that all Canadian freight, export and import, should move through Canadian ports. A robust decision by Parliament to that effect would strengthen the mandate given the Railway Commission and would meet the requirements of public sentiment. If Parliament rejects to place itself squarely on record respecting this issue, it may justly be charged with a serious evasion. In not only the Maritime Provinces but the Prairie West and the country at large as well there is today a strong conviction that one of the most urgent issues confronting the federal government is that of all-Canadian transportation, and the government, which is now obviously seeking to mend its fences throughout the country, should no longer hesitate to give Parliament the proper lead in this matter."

Saint John today welcomes the Last Crusader—the greatest of them all, Viscount Allenby—Allenby of Armageddon, great in war and in peace. Such men guarantee the perpetual existence of the greatest Empire the world has known, which stands not for conquest, but for liberty, justice and the right.

Sir Thomas Lipton announces that he will challenge again for the America's Cup, this year. The famous and veteran yachtsman says he would willingly give all his yachting trophies to restore the cup to English keeping. Sir Thomas is a game sportsman—one of those who take defeat smilingly, but never accept it as final. He is old, but he will keep trying.

Odds and Ends

The City of Man

By DEAN J. WILMER GRESHAM
in Boston Transcript.

(Dedicated to the Community Chest of San Francisco.)

The poets have dreamed of a City of God
Where the night is as fair as the day,
Where sorrow and crying have winged
their swift flight,
And earth's tears have been all
wiped away.

But a City of God in a kingdom of
dreams,
Like the silvery gleam of some star,
Is far from the City of Man that we
know
In the kingdom of things as they are.

For a mantle of grief like a deep purple
pall
Is spread o'er the lives of the poor,
And childhood and age face the specter
of want,
With the footfalls of death at the
door.

Yet the City of God is not far away,
Like some glimmering light that we
scan,
We are building the City of God every
day.

When we serve in the City of Man,
The gold in the streets of the City of
Man,
With its shadowing pain and its
needs,
Is the gold of our love for the lives
that are crushed,
And the glint of our golden deeds.

Here's the Anthem of Those Spring-
Things.

(The Cynic in Toronto Star.)
Come, Spring, thou maid of many a
mood
And luscious vernal pulchritude;
Put on your garments, flower-docked,
Your robe of green, with daisies
flecked,
Your necklaces of sparkling streams,
Where emerald shines and diamonds
gleam—
But Spring! One thing you need NOT
do,
Don't bring spring colds along with
you.

Come Spring, be decent! Have a heart!
Play, if you will, a festive part,
Teach birds to sing and meads to love,
And fleecy clouds to float above.
Hepatica and bloodroot, yes,
All other flowers bright and gay,
Sow 'em and grow 'em as you will,
But—there! I know I'd take a chill.

Come, Spring! Come, gentle Spring!
Ah, yes,
You'll come, you always do, I guess,
You smile, and on your smile we dole,
Till something stabs us in the throat,
Till something tickles in our nose,
And nothing mends 'till we grow
And then we say (as now I do),
"Atchoo! Sweet Spring! Atchoo!
Atchoo!"

Just Fun

"ISN'T that a cunning canoe out there on the lake?"
"It's so far away I can't tell whether its cunning or going."

NINETY-FIVE per cent of the thinking is done by five per cent of the people.

BEAUTY is only skin deep—which means about one inch of powder, two inches of rouge, and six coats of paint.

A DOCTOR'S little daughter, deeply interested in radio, glanced one morning into her father's office where the doctor was examining the heart and lungs of a patient, and inquired sweetly: "Getting any new stations, daddy?"

HEARD IN THE CAFETERIA
HE: "Say, you took my knife, now what will I butter my bread with?"
SHE: "Why, butter of course!"

Don't gamble, don't bluff,
Don't dream and don't shift,
Don't think of your worries,
And departing leave behind you
The worries will vanish.
The work will be done.
The man sees his shadow
Who faces the sun.

IGNORANCE being bliss, 'tis wise to be ignorant.

THE only necessary apology for having nothing to say is to say it entertainingly.

A BLUE SKY AVERAGE
A CALIFORNIA banker asked a Pullman porter the amount of his average tip. The negro replied that the average amount was \$1. The banker handed him a dollar. The porter handed the silver coin affectionately and piously what has come up to the average—Coast Bankers.

GOOD NIGHT, ALL.
Lives of broadcasters remind us
We can say good night and quit,
And departing leave behind us
Lives quite glad of it!

NEEDED IT THEN
COALMAN: When I got around with that load of coal for Mr. Jones, his house was on fire.

DON'T ASK HIM
DICK: Where did you go on your motor tour?
Dennis: Gosh! Don't ask me. I was driving the car—London answer.

PEACABILITY
"No," answered Senator Sargum. "I'm going to be personally peaced. I'm going to be personally peaced, set a little of an example."—Washington Star.

WHOS WHO
IN THE NEWS

IBN SAUD, KING OF THE HEDJAZ
THE most recent shrine associated with the Prophet Mahomet are under the care of Ibn Saud, former sultan of the Nejd and recently proclaimed king of the Hedjaz. Consequently he is the spiritual father of hundreds of pilgrims, mostly British subjects, who visit them each year.

THE conquering of Hussein to date has been his greatest achievement. His is over six feet in height and of great build. It is said he commands the respect of even his enemies.

His tribes have been powerful since 1906. In 1918, because of family feuds, Ibn Rashid, sheik of a rival family, got control of practically the whole country, since then there has been a constant struggle between the two tribes.

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THE WATER STRIKE
(St. Catharines Standard.)
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The Only Way To Get Across



JOHN BULL: "Come along, old man. You've got to do it sooner or later."
FRANCE: "But, mon Dieu! Ze water, she is too wet!"
—From the News of the World.

POEMS That LIVE

THE LAST WORD.
Creep into thy narrow bed,
Creep, and let no more be said!
Tain thy snore! All stands fast,
Thou art tired; best be still!

Let the long contentions cease!
Geesse are swans, and swans are geese.
Let them have it how they will,
Thou art tired; best be still!

They out-talk'd thee, his'd thee, tore thee?
Better men far'd thus before thee:
In which Shakespeare's words are great,
Holy charged—and sank at last.

Charge once more, then and be dumb!
Let the victors when they come,
And departing leave behind us
Find thy body by the wall!

—Matthew Arnold.

THE BEST OF ADVICE

LEARNING FROM SHAKESPEARE
I HAVE said in this place before that if one who loves to read Shakespeare, for the pure joy of it, were asked to point out the special features in which Shakespeare's works are so eminently excellent, he probably would mention, among others, this—that his characters are not conceived in illustration of any particular law or principle. They teach many lessons, but not any one prominent above another; and when they have drawn from them all the direct instruction they contain, there remains something unresolvable—something which the artist gives, and the philosopher and the moralist cannot give.

It is in this characteristic that persons who really know Shakespeare are so accustomed to the properties of his precepts truth lies. He represents real life.

"SHAKESPEARE'S drama teaches as life teaches, neither less nor more," comments James Anthony Froude. "He builds his fabrics, as Nature does, on right and wrong; but he does not get into public ownership in this city the heavier burden of taxes becomes. The subject is one that ought to receive the attention of the provincial government."

A FIXED EASTER
(Montreal Star.)
Easter is an anniversary. The commemoration of the fundamental truth upon which the Christian faith is based would surely not be put upon any more plane than that it is at present by making it a real anniversary. Absolute certainty with regard to the first Easter can perhaps never be attained, but as a result of long astronomical investigations it is now generally accepted that the actual date of the crucifixion was April 7, A.D. 30. It was on these grounds that Lord Desborough introduced his bill in the House of Lords some years ago fixing the date of Easter for the second Sunday in April. At present Easter can fall any day between March 22 and April 25. This is a long period when so many arrangements are made to centre round this date. This is especially the case in the matter of school holidays. The legal profession would warmly welcome the fixing of Easter day on the same date every year, and both the Roman and the Anglican communions have intimated their willingness to accept of a doctrinally unobjectionable. In the present efforts of the league to fix the date are successful, they will have earned the thanks of thousands of business men, educationists and citizens the world over.

THE WATER STRIKE
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The big fight which looms up in the United States supreme court over the Chicago water strike is merely a fight over the question of state rights in the United States. In fact, only one state takes Canada's position, no water whatever should be diverted from the Great Lakes watershed, that being Michigan. The other contestants against Chicago, it is noteworthy, merely want Canada's position, of course, is based on the sacredness of international rights. Such are no more with the jurisdiction of a United States court than they are within the jurisdiction of a Canadian court.

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EASTER ACCESSORIES

Easter Bags
Much attention has been given to the selection of new Handbags—many beautiful effects are to be seen in tailored styles developed from the envelope model, pouch shapes and beaded bags.
Select your Easter Handbag from these new arrivals.
Prices range \$2.35 to \$10.50

Easter Gloves
The final touch of smartness lies in well gloved hands. All the latest effects are to be seen in finely made gloves will be found here.
French Kid, \$2.98, \$3.25.
Suedette, 75c. to \$1.15.
Silk Gauntlet and 2 Dome Gloves, \$1.35 to \$1.95.

Easter Hosiery
No Easter outfit will be complete without new, well fitting Silk Hosiery. Never have we shown a more complete assortment—you will find all the new shades and tints, moonlight, gummatel, Bois de Rose, flesh, zinc, sunset, nude, skyn, jack rabbit, atmosphere, harvest, almond, peach.
Prices range 89c., \$1.00, \$1.19, \$1.35, \$1.60, \$1.85, \$2.00 Pair

Easter Hankie Special
Pure linen, hand-embroidered and hand-printed Hankies in pleasing designs and colorings 25c. ea.

F. A. DYKEMAN & CO.

The fellow who, through honesty and square shooting, gets what he after here doesn't need to worry about the hereafter.

It doesn't pay a real estate investor to learn a lot, when he learns a lot is a poor investment.

Wife: There are always two sides to a story.
Husband: Sure! You've told me one of them. What's the other?

The most generous man we know is the fellow who wouldn't even turn down a street.

FABLES IN FACT.
ONCE THERE WAS A LITTLE KID WHO DIDN'T EVEN HAVE THE PRICE OF A BALL GAME PERIOD. WELL, COMMA THE NEXT BEST THING WAS TO FIND A CONVENIENT KNOT-HOLE COMMA WHICH HE SHORTLY DID PERIOD EVERYTHING WAS FINE UNTIL A COP CAME ALONG AND CHASED HIM AWAY PERIOD NOW IF THAT WASN'T A PIECE OF GOOD LUCK COMMA I DON'T KNOW WHAT IS PERIOD IT WAS ONE OF THE BEST BALL GAMES THE COP HAD EVER SEEN PERIOD.

The old gentleman was lost in a London fog, so thick that he could hardly see his hand before his face. He became seriously alarmed when he found himself in a slimy alley. Then he heard footsteps approaching through the obscurity, and sighed with relief. "Where am I going to?" he cried anxiously.