

The Weekly Monitor

ESTABLISHED 1878.

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WEDNESDAY, SEPT. 3RD, 1924

EDITORIAL

TREAT ALL INDUSTRIES ALIKE.

The New Glasgow Evening News in a recent issue states for the benefit of Ontario in particular that annexation of Nova Scotia to the United States is the only alternative unless something is done quickly to make our industrial and commercial position more tolerable. This is we believe, taking a rather extreme view of circumstances which are nevertheless disquieting. Nor do we think that an idea such as annexation would be seriously considered by any considerable proportion of our population.

There appears, however, to be a very serious inconsistency in connection with the levying of duties on imports and this inconsistency works out to the benefit of Ontario and to the detriment of Nova Scotia in connection with two of our largest industries coal and steel. In connection with coal it is manifestly unfair to the mining industry to accord it a lesser measure of protection than was given it years ago. The application of specific duties may be convenient but it is not just. The necessity for protection in coal exists just as strongly as it did when 55 cents per ton protection was given. Coal was then much cheaper all over America than today. If the duty at that time was necessary an equal or almost equal duty is necessary today based on a proper per centage of market value. The most common argument raised against this procedure is found in the opinion that extra duty will mean higher prices for coal in Nova Scotia because our coal subjected to American competition is sold in large lots at a lower price in Montreal than in this Province. This argument would cover many articles besides coal for these with free trade could be purchased much cheaper than under present conditions. The whole point is this, if industries as a whole have an adequate protection why single out coal and steel for lower schedules?

The Canadian tariff enables Mr. Ford to sell his Canadian made cars at a considerable advance over the prices he charges on his American made products. The people in this country pay the difference to assist an industry being developed in Canada. Why should they not as well assist the coal and steel industries and enable them to develop and flourish? The Maritime Provinces are particularly affected by their prosperity and the spectacle of the big steel plant in Sydney is deplorable. There is very little rhyme or reason in blaming Ontario for conditions existing here and asserting that that Province gets the best of the tariff all around. Maritime members of both parties have shown decided sympathy in fighting for the rights of these Provinces, when their own parties were in power.

This Province will get its affairs better equalized when there is more statehood and less politics.

THE MARITIMES AND THE DOMINION.

One of the reasons why the maritime provinces are overlooked in national affairs is that they have no united or effective voice at Ottawa. This is not to say that our members are individually inferior men. It is the system that is at fault. Our parliamentary representatives scarcely ever, it ever, unite on any question particularly affecting their own provinces. They go to Ottawa as supporters of one national party or the other. They are divided into two groups—one supporting the opposing of the day, the other opposing it. They seldom or never venture to stray from the safe path of party allegiance. No member would think of inconveniencing his party leaders on account of any question affecting his constituents that might prove troublesome as a party issue.

The party loyalty of the maritime members being always to be counted on, the parties are not greatly concerned with our needs in this extremity of the Dominion. Consequently the efforts of the party leaders are directed to conciliating those provinces which contain the most votes, and more especially those provinces whose representatives are not shackled by a foolish loyalty to one or other of the old parties. Party support and loyalty are all very well to

their place. In some respects, and on some occasions, they may be highly important, even vital. But ordinarily a representative should insist on justice to his constituents, and this refers as well to the representatives of the maritime provinces taken as a body. In a case where a sectional demand conflicts with the national well being the members first duty of course is to the nation as a whole.

This question was touched on in rather a striking way at New Glasgow the other day by Dr. J. H. Macdonald of Acadia University. We have not, he observed, in dealing with our own particular problems, learned the lesson of co-operation; we seem unable to cultivate team work. He gave various instances to show that we are not getting fair play from the powers that be at Ottawa, and the reason he advanced for this unsatisfactory state of things was that we have not a united voice at the Dominion capital. On this point Dr. Macdonald is reported as follows by the Evening News:

"The Maritime Provinces in pressing their just claims have never learned to speak with a united voice. When we have urged the claims of St. John or Halifax as ports of Canadian export rather than Boston and Portland, our voice was not heard. The fact is we have never cultivated a Maritime Province voice, though our interests are identical, and Ottawa has found it easy to turn us down because we were not united. Quebec speaks with a voice of her own, potent as the St. Lawrence. Ontario has a voice in the councils of Canada that sounds like Niagara. The Prairie Provinces have a voice, threatening at times as a prairie fire. British Columbia has a voice like the Chinook winds. The C. P. R. has a voice like the rumble of a train, warning all and sundry to clear the track. The Manufacturers' Association has a voice sounding like a tariff. But the Maritime Provinces, with their able individual representatives, have no voice that makes itself heard and felt. We should have a voice that speaks as one man on great issues, a voice with the quality of the tides of the Bay of Fundy and the cadences of the Atlantic.

"We are passing through a trying period. More than 100,000 Canadian ex-service men are now in the United States. It is easier to get a parade of Canadian veterans in Boston and Detroit than in Montreal or Toronto. Our Canadian treasury sends out each month 11,480 cheques to pensioners in the United States. We may need many things to better present conditions but the prime essential for Eastern Canada is the spirit of unity and co-operation. For our salvation we need a new spirit. Wall Street, New York, cannot afford the luxury of party politics; and it is because we have so long indulged ourselves in this luxury that we are lacking many of the necessities of life.

Dr. Macdonald concluded by urging the cultivation of a maritime province spirit. That spirit however cannot be successfully cultivated if we continue to send to Ottawa two compliant groups of members, each supporting a party whose chief concern is to make itself self with the upper provinces and the west. We must send members who are dangerous to the party leaders. If we cannot have a maritime party, we can at least please our constituents to whatever lines of policy we may deem to be in the interests of the maritime provinces.—(The Day Gazette)

THE PUDDING PERIL.

London Express: Diet, it seems, is an essential factor in education. We must be taught what we ought to eat as well as what we ought to think. The schoolmasters desire to train our digestion as well as our intellect. Yesterday they solemnly conferred at University College. Mr. Hecht asserted that in diet the brainiest men are the greatest sinners. Herbert Spencer went to bed an hour after dinner and suffered from insomnia. He ought to have digested his dinner before he went to bed. Another giant intellect was fond of milk puddings. They shortened his life. Even bread and milk cannot be devoured by "brain workers" without disaster. Mr. Hecht is a pedant as well as a pedagogue. We refuse to be robbed of our bread and milk and our rice pudding by any food educator. These cranks have collectively banned near-

ly everything we eat and drink. Most of them are themselves dyspeptics. The only sound rule is to eat what you like and what agrees with you. We wish the food faddists would eat each other, and let the rest of us select our own diet.

THE WORM TURNS.

Providence Journal: A pedestrian upholder of the law swung a handbag at the windshield when imperilled by someone who approached a automobile. His aim was good. He got safely across the street, but was arrested for assault and battery and wanton injury to personal property. A wise judge found him not guilty of the charge or any of the specifications and intimated that he was guilty of no offence that the statutes provide. After complaint had stated his grievance the judge did not care to have defendant speak for himself. And the latter's counsel rested after asking complainant if he did not know that a pedestrian was not obliged to get out of the way of an automobile. The judge, remarking that a pedestrian has the right of way over an automobile, dismissed the case. It is not sound law that one is justified in an offensive defence of a threatened right?

BRITAIN AND RUSSIA.

Detroit Free Press: Doubtless the British Prime Minister honestly looked forward to economic benefits to the British working classes when he made his overture to Moscow. If his calculations were exaggerated, the weary weeks and months of the London parley have served as a corrective to his estimate of what Russia can give the outside world at this time. The British experiment, made in the best faith, albeit with a tentative exercise of caution, and certainly with an abundant patience, is to be recommended as an object lesson to America's own misguided preachers of Russia recognition.

STRIKES IN BRITAIN.

London Times: Either the output of British industry must be increased, or such increase in wages as cannot be met out of increased production must be confined to trade in which wages are exceptionally low and an increase at the expense of the rest of the community is justifiable on this ground. Industrial peace is essential to either solution of the problem. Output, and therefore the capacity of industry to pay good wages, depends on enterprise and confidence; and these will not recover so long as every flicker of trade improvement is the signal for a rush of un-coordinated wage demands which either raise costs or lead to stoppages.

APE AND TIGER.

Manchester Guardian: The Herzig Ministry will be able to achieve a ready popularity by certain remissions of taxation which in any case would have been possible in the immediate future, but it is clear that when they embark on constructive work they will have to meet keen and able opposition. Their working alliance with Labor could not at the best be long maintained, and the life of the new Government is not likely to be protracted. But it will at least last long enough to give the South African party time and impetus to reform their ranks and clarify their aims in Opposition and to afford the new-comers some experience of administration, which is all to the good of the Union.

EASIER SAID THAN DONE.

Minneapolis Journal (on Soldiers' Bonus Bill): Laws will not make people richer, any more than they can make people good. To some extent they can protect and prevent; they cannot create. They can make special provision for the unfortunate, but they cannot do more than give the normal citizenship a fair chance to take care of itself. Russia tried to confiscate wealth, and the poor starved to death; the attempt to redistribute property by law resulted simply in the destruction of the very foundations of life. . . . Until that fact is understood, economic legislation will be a series of shattered hopes; for the man whose sleeplessness, in his pocketbook, the law is at best a quack doctor, promising much but totally unable to effect a cure.

THE DEVIL AND THE DEEP SEA.

Singapore Free Press: Advice on the part of the mail indicates clearly that in coming to its decision on the Singapore Base Scheme, the Government was between the Devil and the Deep Sea—our readers can allocate these roles to whomsoever they choose. The Labor members of the rank and file could not stomach such an abrupt volte face as "conservation," and the Conservatives, and a good many Liberals would not think of agreeing to absolute abandonment. Hence the perfectly delightful exhibition of the British habit of compromising. The Government can not go on this year because they can't spare the money; but the Government has not definitely abandoned the scheme. Hence, perhaps, the continued Colonial acquisition of land on the northern side of the island.

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A DANGEROUS FALLACY.

Johannesburg Sunday Times: No more dangerous fallacy ever misled the world of labor than the idea that if a man does as little as possible there will be work for a second man as well. The American workmen who does as much as ever he can in a day, helps to solve the problem of unemployment far more than the English workman who practises the "canny" policy. Large and cheap production makes work for others. Small and expensive production swells the ranks of the unemployed. What South Africa needs is hard work and efficiency, so that its output of everything will be increased. And then the unemployed will begin to find more and more jobs cropping up for them. According to the "canny" school the less a man does the more there is for others to do. Therefore if nobody did anything there would be work for everybody! Which is absurd.

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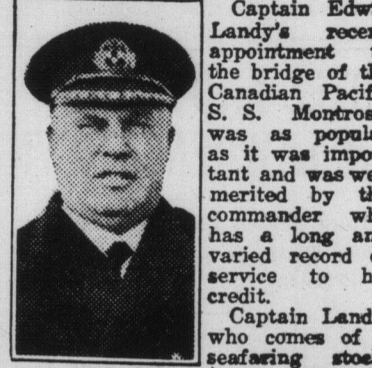


MINARD'S LINIMENT

CAPTAIN'S HEAD BALD GUNNER APOLOGISES

Captain Landy of Montrose Has Adventurous Career

Painted Funnel Green To Placate Liverpool Irish



Captain Edwin Landy's recent appointment to the bridge of the Canadian Pacific steamer Montrose was as popular as it was important and was well merited by the commander who has a long and varied record of service to his credit. Captain Landy, who comes of a seafaring stock, is a native of County of Dublin. He began his career as a seaman in 1889, when, at the age of 16 he embarked on an ordinary seaman on the schooner R.P. He remained with this vessel for 12 months, after which he joined the Buckley Castle as an ordinary seaman. In this ship he made round voyages of two years and three months from Barrow to Port Stanley, thence to the west coast of Greenland to New Caledonia where the ship loaded for the Clyde. He made a second voyage on this vessel as able bodied seaman, after which he passed for second mate, in which capacity he made a trip to the Mediterranean. He passed for master in 1899.

When the Canadian Pacific took over the Ships of the Beaver Line in 1903, Captain Landy was appointed as a junior officer to the Montfort. From that time through the various grades and in three years he was appointed chief officer of the ship. In November, 1914, he went out to the Casco to bring home to Liverpool on the ex-German steamer painted green. He took with him a crew which consisted chiefly of Liverpool Irishmen. On arrival out in the Casco room he was told that he was going to have some trouble with the scotch crew, but Captain Landy proved equal to the emergency, and with a view to treating their troubled spirits, had the funnel of the ex-German steamer painted green. In this way he won over the Irishmen, he claims, but in any case, he brought his ship home.

In September, 1915, Captain Landy was appointed as a permanent master in the company and was given command of the Monmouth. During the war he was running in the danger zone and passed through some very thrilling experiences. While he was in command of the Monmouth, that ship was torpedoed. Captain Landy fell into the water when the vessel was on the point of submerging. In his hurry to take to the boat the Captain, unfortunately, lost his watch, and the watchman made a grab at his hair, but as the Captain happened to be bald, the runner could not obtain a purchase. He, however, persevered, and succeeded in pulling the Captain on board with the help of others, little the worse for his ducking, and the gunner was most profuse in his apologies that he could not seize the Captain's hair.

Another exciting experience Captain Landy met when he was in command of the Monmouth. This ship was mined off Cherbourg. A French patrol boat took off most of the crew, but as the ship remained afloat the commander returned with a few men and slowly made his way to port, thereby saving a very valuable ship and cargo. When the harbor was reached, the vessel drew 25 feet and sank forward, and Captain Landy's heroic work in accomplishing the salvage was suitably acknowledged by the Admiralty.

NEW YORK—Henceforth dancers desiring to be up to the minute must maintain a space of three inches between themselves and their partners. This was the official edict issued recently by the International Association of Masters of Dancing, holding their convention at the Hotel McAlpin.

It is further provided that while dancing, partners desiring to converse should refrain from whispering. They must talk not too loud, either, a shade above the sibilant note being the proper pitch. The neck cloth and waist grab are barred, the proper thing for the male being to place his fingers lightly, but firmly on the small of his partner's back.

WHERE HE WAS BORN

Lord Beaverbrook Pays Visit to Cottage in Maple, Ont.
TORONTO—Sentiment for a look at the house in which he was born and in which he lived for the first three months of his life drew Lord Beaverbrook to the village of Maple, twenty miles north of Toronto today. Driving up to the house, which is now tenanted and stepped out of his car and for several minutes gazed at the now dilapidated structure. Then he stepped back into the car and was driven away before any of the villagers had an opportunity of seeing him.
Lord Beaverbrook was born on May 24, 1879, the son of the late Rev. William A. Aitken, a Presbyterian minister there. Three months after his birth Lord Beaverbrook was taken by his parents to Newcastle, N. B.

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TO SMOKE OR NOT TO SMOKE?
THAT is the question which has been causing deep thought and raising piles of reports and correspondence among Canadian Pacific officials who have to do with the operation of observation cars on Trans-Continental trains during the last few months. At various times previous to the war, smoking in these cars was permitted, sometimes only for cigars and cigarettes and then again even for the odorous fumes of the pipe. During the war smoking was a luxury which many were willing to forego, and the observation cars were free from tobacco, but after the war the demand for permission to smoke in these favored precincts increased to a noticeable degree, the requests coming not only from men but from ladies, as the cigarette habit has undoubtedly grown among the fair sex. The pressure of this public opinion became so pronounced that it was decided to experiment once more and to allow smoking in this part of the train, although it was admitted that the trains carrying such cars had also sleeping cars each with its smoking compartment. Public opinion, however, is a fickle thing, and the demand has grown to exclude the human volucres from these cars. Some of those who originally urged the granting of the permission are now requesting its withdrawal, evidently finding that the practise is not quite so delightful as the theory of perfect freedom. In its desire to give the greatest satisfaction to as many as possible, the Canadian Pacific has therefore decided to conclude the experiment for the time being and, commencing April 15th, to request the smokers to enjoy the society of Lady Nicotine in the smoking compartments and smoking cars expressly provided for the purpose.

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No. 99—From Halifax, Tuesday, Friday and Sunday, arrives 2:35 a.m.
No. 100—From Yarmouth, Monday, Wednesday, Saturday, arrives 1:23 a.m.
No. 123—Bluenose from Halifax, 1:14 p.m.
No. 124—Bluenose from Yarmouth, 11:59 a.m.

PHOTOGRAPHER
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SPRINGFIELD.
Miss W. M. Wilson returned Monday after spending a few days with friends in Halifax.
The Misses Marjorie and Christine Conrad of New Germany spent the week-end guests of Miss Ida Graham. Mr. and Mrs. Israel Brown and Mr. and Mrs. Alton Brown and Miss and Mrs. Gilbert Drew.
A number of the young people from this place motored to New Germany on Saturday evening to join the Rebecca Lodge.
Irene Allen, Alice Freeman, Rita Sanford and Walter Emerson were successful in getting their "D" certificate.
Miss Olive Starratt, of Falkland Ridge, spent a few days with her cousin Miss Elsie Stoddart.
Miss Thelma Durling returned Wednesday after spending her vacation with friends in Lawrencetown.

Delicious

is the opinion of

"SABIE"

ORANGE
The flavor so

PORT LORNE.

Mr. and Mrs. J. Beely have had to their home in East Orange. Recent guests at the home have been Mr. and Mrs. Miss Nellie Elliott, and Miss Wina Elliott, Clarence, were at the Bay View house last week. Mrs. D. H. Simpson and Miss Simpson of Lawrencetown visiting Rev. D. W. Dixon at Dixon.

The six scholars from this who attended the provincial singing their certificates. Recent guests at the home have been Mr. and Mrs. Mrs. and three children, Mrs. Caroline Johnson of South N. J.; Mr. and Mrs. Corning mouth; Mr. and Mrs. Bishop renetown; B. B. Hiltz, Ontario Fox, Calgary, Alta.; L. M. Dun court, N. B.; Mrs. L. MacAdam, MacAdam, Mr. and Mrs. P. V. and daughters, Mr. and Mrs. W. Graves, Mr. and Mrs. O. W. Mrs. Sidney Blenkhorne, Miss tence Griffin, Bridgetown; Miss Grant, N. Y.

Mrs. Joseph Hall has been ed to teach the school here to

PIANOS AND

100 sets and centre inset, 2500 to carry the Canadian flag around the corner, Acra Fort.

The Indian railway gauge is the world and a modern fire is the last word in comfort. Fans, shaded lights, cooling glass windows to let down in strong, Venetian blinds to support a luxurious bath-room next door. Yes, beds, in India his bedding with him by train servant enters the carriage, mat out the Sabie's pyjamas and slip. Unless otherwise ordered, Sabie's return and help pull clothes. Perhaps this is a "Company" days, when the Sabie evening carrying more than a brandy pawnee; at any rate the want still expects to unlace his. It is, however, unnecessary to vant experts. But to be without would be impossible. For a tired couple and every two or find it desirable to have an after. A word as to their treatment vants are excellent and trustworthy idea of "liberty, equality, fraternity. The other who is could show them any sort of brotherly snubbed for his pains, for the reasons have been established since throughout the East.

The average compartment on is nearly twice the size of the room car. Two couches run along side, under the windows. At the is door-space and an armchair. are two more berths, to be let occasion requires.

A very large quantity of bed every compartment, for many case, typewriter and all sorts of as, hosiery, golf-sticks, fishing baskets. But there is room for thing (a perambulator is a comm table piano has been taken as p the wide floor of an Indian railway. In the early morning, when it is fighting its way over the m plains, your servant comes with "little breakfast" of the East, co "battered toast."