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The Evening Times-Star

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THE HUMAN FACTOR.

The Province of Ontario is to pay more attention to the care of delinquent and subnormal children. Addressing the Rotarians of Guelph recently, Premier Ferguson made a very strong plea for a deeper public interest in this matter. There are said to be 10,000 subnormal children in Ontario needing institutional care. The Hamilton Spectator says—
"The erection of a training school at Bowmanville has already been planned by the Government, and it is interesting to note that it is to be known as a training school and not as a school of correction. The Ministry of Industrial correction, the institution to which errant boys from this section of the province were consigned, has signally failed to correct, because it has been more of a prison than a school. How many of the boys who passed through this institution later took post-graduate courses, as hardened criminals, in the penitentiaries of the continent will never be known, but the list is unquestionably extensive. If the Provincial Government operates the training school at Bowmanville in the spirit of constructive leadership toward practical ideas of useful citizenship, as intimated by Premier Ferguson, a far advance will have been made. The Government seems to be awake to its responsibility. The human factor is of paramount importance."
The Province of New Brunswick has an Industrial School for boys, but it has no adequate provision for the care of the subnormal of either sex. It is a reform which must come ere long, and expense ought not to stand in the way, since it will yield large dividends in human welfare.

THE LOOK OFF.

Where the South Mountain runs down toward Blomidon, one climbs the mountain side over a good road for motoring to the Look Off, and looks down upon a portion of Minas Basin in one direction, and in the other across and up the sheltered valley that lies between the North and South Mountains.
It is a picture unsurpassed. From a wooden tower on the Look Off portions of seven counties are said to be visible on a clear day. There are Kings, Hants, Annapolis, Cumberland, Colchester, and across Fundy the New Brunswick shores of Westmorland and Albert.
But it is the nearer view that attracts attention. Down an almost sheer declivity of nearly or quite six hundred feet one looks upon Peregé, with one bit of dyke that was first constructed by the Acadians. Far across, perhaps ten miles away, are the marshes of Grand Pré, behind which the memorial church may be seen. Nearer than Grand Pré is Kingsport, and a little steamer moves out on its way to Parrsboro.
Those miles on miles of smiling land that stretch between Peregé, Kingston and Grand Pré away toward and beyond Kentville, and through them ribbons of yellow road intersect the farms. Every shade of green delights the eye that roves over this vast panorama of nature's loveliness.
The whole area as seen from the Look Off appears to be flat, hence seen from so high an eminence; but one motoring through discovers that it is diversified with low hills. When seen from above, moreover, it is discovered that the orchards, which seem to be everywhere along the roads, really cover but a moderate portion of the valley. There are marshes dotted with cattle, areas covered with young growth and capable of cultivation, and much farmland where orchards would flourish.
It is a delight to motor from Kentville through Canning and Canard, to Peregé on one side or Grand Pré on the other; but the crowning pleasure is found at the Look Off. The valley of the Cornwallis river lies spread out in all its beauty, merging at one end into Minas Basin and at the other in the reaches of the valley beyond Kentville and toward Annapolis. There it lies, sheltered and beautiful, inhabited by a prosperous people whose homes are supplied with every comfort and convenience, including the electric light transmitted from the hydro-electric station on the Gaspeau river.
One is not surprised that tourists seek this valley and the Look Off, or that they wish to return and enjoy over again a scene of natural beauty which, apart from historical associations, possesses a never-fading charm. Truly, we do not ourselves appreciate what we have in these provinces by the sea.

AIR TRANSPORT.

There is a demand in the United States for regulation of air traffic. An aeronautical safety code has been drawn up, but lacks the force of legislation, and Congress has failed to act. The Aeronautical Chamber of Commerce of America sums up the case:—
"The delay of this delay is seen on

Press Comment

NEW BRUNSWICK INTERESTED.

(Montreal Gazette.)

The array of counsel appearing before the Board of Railway Commissioners in connection with the cases involving out of the Crow's Nest agreement, its suspension and its restoration, has probably never been equaled in the history of that body. The provinces of British Columbia, Alberta, Saskatchewan and Manitoba have legal representatives present, and the province of New Brunswick has appointed a professional gentleman to look after its interests. The Canadian Manufacturers' Association is also on hand with counsel, as are individual business concerns from various parts of Canada, and a number of cities east and west. The discrimination alleged is in connection with freight rates on a wide variety of products, mostly manufactures. British Columbia fruit-growers have a grievance in that the Crow's Nest rates discriminate against them in connection with the prairie markets. Brantford shippers complain that those from Hamilton, London and St. Thomas are favored at the former's expense. Hamilton merchants say they are discriminated against, apparently to the advantage of Brantford. A Wellington industry claims that the Toronto and Hamilton rivals are favored at its expense. From Montreal comes a plaint that Toronto is favored in the matter of rates on wire. The cities of Edmonton and Saskatoon allege that they suffer because of rates granted to Regina. The Canadian Manufacturers' Association alleges inequalities that are "intolerable." And there may be more to come. The situation has developed after nearly a score of years of work by the Board of Railway Commissioners to equalize and otherwise secure just rates for users of railway facilities. The fact is not that of the board. It arises from the mixing of partisan politics with what should above all things be a business matter. There was a clamor for a new line of railway, such as that now heard for a line to Hudson Bay, and that which loaded British Columbia with the Pacific Great Eastern incubus. There was a provincial grant of land for the building of the line, which included valuable coal-bearing territory. The promoters of the line could not carry the scheme through, and application was made to the Canadian Pacific to take over the work. To justify the subsidies the Government of the day announced that it had arranged for lower rates on a wide variety of freight shipped into and out of the territory. Such an arrangement was not in accord with a proper understanding of the principles that should govern railway traffic charges. It created favored districts and favored classifications of commodities. It gave the politicians in power something to talk about, however, and was heralded as proof of their regard for the interests of the people. It is giving them trouble today. The demand is made that the Crow's Nest agreement rates, as re-established after the war suspension, shall be regarded as a standard for all rates, and those for places and commodities not included in the favored schedules shall be lowered to their level. The action of New Brunswick suggests that, if the claim of the petitioners is granted, there will be a demand for a lowering of rates of freight to and from all parts of Canada, and without regard to the effect on the financial ability of the railways to fulfill their functions as the great public carriers of the country. The Board of Railway Commissioners has before it a most serious matter. Its powers are wide, wider than those of a court of law. It does not need to be guided by legal technicalities alone in coming to its judgment. Like the Judicial Committee of the Privy Council, it may decide an issue with regard to justice for all parties and the greater public interest. What it will make out of the complicated problem and more complicated arguments now presented to it will mean much to the trade and finances of Canada.

BETTING VERSUS WORK.

(Toronto Globe.)

Betting has become a craze in all classes of society in Great Britain, writes Sir Leo Chiozza Money in the Spectator, and there is no doubt it has now reached a point at which it makes a very considerable difference to the working capacity of the nation.
The bookmakers' touts are everywhere—in the streets, in factories, in shops, even in Government offices. The turf commission agent with an office and a staff is a big customer of the telegraph and telephone systems. It seems probable that bookmakers, great and small, together with clerks and

CHICAGO YOUTH GRANTED REPRIEVE.

(Springfield, Ill., Sept. 22—Governor Len Small on Friday granted a ninety-day reprieve to Bernard Grant, the Chicago youth who is awaiting the death penalty on a charge of murder. The reprieve is dated Jan. 16.

GLOOMY BLACKSMITHS.

(New York Herald-Tribune.)

The delegate to the National Horse-shoers' Association who defined an optimist as "manifestly a horseshoer" had in mind the dire threat of which every automobile is a reminder to his craft. The village smithy has a disheartening fight to wage against the enormous motor factories. The wise Mr. Edison has remarked that "a horse is the poorest motor ever built." True, says Mr. Ford, "he is a clumsy hay-motor of one horsepower." The farmer knows that a motor tractor is as powerful as 25 horses. The blacksmith's outlook is not encouraging.
Statistics tell a gloomy story to the horseshoers. In 1918 the number of farm horses in the United States was 21,655,000; at the beginning of 1924 it was 18,263,000, a decrease of 15 per cent. in six years. The falling off has fluctuated from year to year, but there is no prospect of halting the continuous decline.
In the cities there is less and less use for the blacksmith's anvil. In 1910 the Census Bureau reported the number of horses "not on farms" to be 3,182,789; in 1920 the number had been reduced to 1,708,000. More recent figures are not available. In this city there were 108,000 horses in 1917; now there are about 60,000. Only on the water front, where the congestion is terrific, is the horse and wagon found more serviceable for short hauls than the motor truck.
Not tomorrow or next year, but possibly in another generation, old Dobbin may be nearly obsolete in this country as an industrial factor. The aristocracy of his species will persist. There is no satisfactory automotive substitute for the polo ponies or for the Wise Counsellors and Seigniors.

touts, can hardly be fewer than sixty thousand, exclusive of small shopkeepers who act as agents. Witnesses before the Select Committee of Parliament in 1923 variously guessed the year stakes at £75,000,000 to £200,000,000. The chairman's draft report, which was dropped at the sudden dissolution of Parliament, suggested £200,000,000 annually as a reasonable figure. This means the transfer of a vast amount of money from certain hands to certain other hands, and the incidental maintenance of professional bookmakers and their employees. It means grave loss to millions who cannot afford it and whose families suffer accordingly. It means also, as the criminal courts only too plainly show, the yearly manufacture of a considerable amount of crime. The fact that millions are daily giving their minds to small bets, which represent a serious proportion of their weekly wages, must necessarily interfere with the efficiency of work.
As a remedy, Sir Leo thinks that there is room for further discussion of the taxation of betting. "We may also remind ourselves," he says, "that not only our wise moral sense but, and to say, some of our commonest discourages bookmakers by the part-mutuel." He believes, however, that the only way to counter the curious conception that betting on a horse one has never seen on the advice of an ignorant person who is unknown amounts to "sport" is to provide abundant opportunities for the exercise of genuine sport. Betting would doubtless remain, but in quantity and kind it would become comparatively harmless.
A CANADIAN QUOTATION.
("Living," by Clara Shipman.)
Just to smile a little while
And hold the hand-clasp tighter;
Just to think with every mile
The sky is growing brighter.
Just to feel the world is true,
And choke the sob back faster;
Just to know that you—just you—
Are meant to serve the Master.
Just to hope and trust and love,
And help the man beside you;
Just to look for strength above,
Where God awaits to guide you.

the girl, as they topped a hill and beheld the country spread out far below them.
But she got no answer, for they were already downward like the stick of a rocket. Gerald, with a moist forehead and bulging eyes, shouted in her ear: "The brakes have given away."
"Oh, Gerald, how awful!" shrieked the girl. "Can't you stop it? I'd give all the money in the world to get out!"
"Don't part with a penny!" gasped Gerald, who was of Scotch descent. "We'll both get out for nothing when the car hits that gate down there!"

In Barn-storming Days.
Press Agent—"I wouldn't have anything to do with that actor; he's a bad egg."
Manager—"Well, I've known bad eggs to make their mark on the stage."
TO ADDRESS CANADIAN CLUB.
The Canadian Club is to have a distinguished guest this week in Howard S. Ross, K. C., eminent barrister, of Montreal, who has been heard with special appreciation in his addresses before Canadian Club meetings. The club has in view several other speakers of note who will be heard at different times during the coming season. It is hoping to have Stephen Leacock as a luncheon guest some time about the middle of January. Next month Senator Belcourt, who is president of the Canadian Club at Ottawa, will be the guest of the local club and later Mr. Justice Arsenault, of Prince Edward Island, will speak before the St. John club.

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IN LIGHTER VEIN.

Help at Hand.
Gerald had just bought a car, and he was taking the gift of his heart for a spin.
Fond of being able to turn a corner without seriously damaging the hedgehog, he was letting the car out a bit. Up hill and down dale they tore at a gallop pace.
"Oh, Gerald, isn't it lovely!" said

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And choke the sob back faster;
Just to know that you—just you—
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Just to hope and trust and love,
And help the man beside you;
Just to look for strength above,
Where God awaits to guide you.

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