

## The St. John Standard

**H. V. MACKENZIE**  
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ST. JOHN, N. B. SATURDAY, FEBRUARY 12, 1921

## CHANGES AT OTTAWA

Premier Meighen is unquestionably taking the wisest course in deciding to re-organise his cabinet. Far be it from us to suggest for a moment that any of the older members of the Government have outlived their usefulness, but the present is essentially a young man's era. The country, while it has not lost faith in its old advisers, feels that more aggressiveness is needed, which can only be forthcoming with younger men in charge; and there can be no doubt that by taking a number of younger men into his cabinet, the Premier would greatly strengthen it.

The problems of reconstruction demand modern ideas brought to bear upon them if satisfactory solutions are to be found; and it is only from the younger men that such ideas can emanate. Experience is undoubtedly a great teacher but it is apt to live in the past to too great an extent. If we are to progress, we must keep abreast of the times.

The question of a general election is another matter. We have felt that with a satisfactory working majority in the House, Premier Meighen would be justified in proceeding to put into force the policies he has prepared and which he so fully explained in his tour of the country last autumn; but the proposed re-organization of the Government puts another complexion on affairs, and it may be that an appeal to the country in the near future may be the best policy after all. It was the Premier's intention to deal with the tariff question and then go to the people afterwards; but it is pointed out, and not without reason, that its tariff policy being well known, if the Government were returned to power again, it could go to work with a much freer hand.

The claim that is put forward by the Opposition press that the verdict in West Peterboro is a clear demand for an immediate dissolution, is sheer nonsense. Peterboro was a mere flash in the pan, which can have nothing more than a superficial effect. The Government is not called upon to seriously alter its course as a result of it. But it has served the purpose of calling the Premier's attention to the fact that certain changes in the conduct of public affairs are desirable. The by-elections that must follow the re-organization of the cabinet will give a very fair indication as to whether the changes made with public approval. To a certain extent the make-up of the cabinet for the past year or two has been on make-shift lines, men have joined it for the time being until something or other turned up. It is folly to expect stable government under such conditions; the public cannot possibly have that degree of confidence in it that ought to be had in a government. This is the lesson to be learned from Peterboro, and Premier Meighen is only giving further evidence of his political sagacity when he shows that he appreciates it.

We note that all the new ministers are to be selected from provinces other than the Maritimes. There are 24 members of the House, of whom 39 come from the Maritime Provinces—rather less than one-seventh of the total membership. Yet they get less than one-tenth representation in the Government. They are entitled to at least one, if not two, members in the cabinet, one of whom should certainly be the Minister of Marine and Fisheries. The West is not quite all Canada, although in some quarters the impression seems to exist that it is.

## ONE WAY OUT, CERTAINLY

The Hon. T. A. Cram, who aspires to become Prime Minister of Canada when the Farmer group gains control of affairs, has evolved a new solution of the railway problem. He suggests the tearing up of all unprofitable lines. Certainly that would do away with incurring any further losses in operation. It is wonderful what ideas a politician will propound when he is in opposition, and has no responsibility. Experience, however, has taught the people that accession to office works a marvellous change in the views of a man who has previously been out in the cold. As Mr. Meighen somewhat cynically puts it, a platform is meant to get in on. If Mr. Cram ever were Prime Minister and were to proceed to scrap all unprofitable lines, his term of office would be the shortest in the record of Canadian political history. The national railways have a deficit of \$40,000,000 to \$75,000,000. This means that about half the lines of the National Railway system would be torn up. Western Canada and the grain growers who support him would be the hardest hit. For instance, it is known that the Grand Trunk Pacific and most of its branches are being milking. Would Mr. Cram favor the abandoning of

these lines? If so did he would leave thousands of settlers without railway facilities. Scrap the railways and vast tracts would be isolated or deserted.

The railway problem cannot be solved by tearing up the railways and Mr. Cram is not impressing Canada as to his fitness for the head of the Government by advocating such a foolish policy. The western papers express surprise at this latest utterance of the new leader. The Winnipeg Tribune, as an example, says:

"Has Mr. Cram considered this expedient in all its bearings? How can he seriously propose to inaugurate a wholesale restriction of railway service, and of all places in the world upon unprofitable branches, as a cure for temporary railway deficits? The West will fight any such theory of economic mendacity as a principle governing the development either of the railways themselves or of the country which they serve."

## QUEBEC'S NEW LIQUOR LAW

A bill to regulate the traffic in alcoholic liquors in the province of Quebec has been introduced in the legislative Assembly. The main feature is the proposed creation of a commission to control practically everything connected with the trade, as well as the government monopoly of the sale of spirits. This latter feature is that which will create most opposition. It will put an end to a considerable trade in which large amounts of private capital have been invested, and without compensation. There is plenty of precedent for this, both in Canadian and United States legislation; and though precedent is not necessarily a creator of right, and though there will be strong protest, the protest may not be of any effect. The attacks which prohibitionists have continued for years have left on the public mind an impression that distillers, brewers and victuallers have no rights that reformers need heed, and legislators have fallen in with the multitudes. Aside from those who have a personal interest in the matter, the Montreal Gazette thinks that there will be an inclination to question the wisdom of government monopoly of any line of commerce; and says that only success will justify the experiment about to be undertaken. Success will depend upon the personnel of the commission. Its powers are to be great, and if they are rightly used, regular traffic should be reduced to a minimum, and one of the causes of reproach against present conditions should be removed. The commissioners are to have full powers over all connected with the administration of the law, can make regulations, cancel permits at discretion and confiscate illegally held goods. They will select the places of sale and the men who are to conduct them, and control all that concerns the business. If the law stands the legal assaults that are fairly sure to be made upon it, the strength of the commission appointed will be the main factor in making it effective.

The Times suggests, apropos of our remark that the Maritimes Provinces always get the small end of the deal from the Ottawa authorities, that a change in the government party might be advantageous. Not at all, friend; it would be out of the frying pan into the fire. As a rule the Liberal party has dealt less generously with the Maritime Provinces than New Brunswick at any rate than the Conservatives have. What more outrageous deal could have been put over this province than the routing of the National Transcontinental? No; it is better to bear the ills we have than fly to those we know not of.

Having disposed of the Old Government House property at Fredericton to the Dominion Government, Premier Foster is now said to be considering the question of using a portion of it for the Boys' Industrial Homes for the province. If he succeeds in getting it he will apparently accomplish a feat that has hitherto been regarded as impossible—to have the cake, and eat it.

Mr. Ben Spence, of Toronto, one of the leaders of the dry forces, is reported as saying of the Quebec Alcoholic Liquor Bill that it is "rotten." And so perverse is Quebec human nature that their strong condemnation by the good man may actually do something to ensure the passage of the measure. As the Montreal Gazette says, these are bad days in a wicked world, and the sons of Belial do mighty things.

"The world is full of wool," declares the President of the Ontario Sheep Breeders' Association. Very good; perhaps he will now proceed to explain how it is that the price of all woolen clothing keeps up to the top-notch figure of the war period.

## WHAT OTHERS SAY

Lady Roberts and Queen Victoria. An anecdote is related in one of the gossip books of a year ago. "The Gossip Book" of a splinter lady, 1876-1880, says: "Illustration the simplicity of mind of the late Lady Roberts. When Lord and Lady Roberts went down to Windsor, after the return of Lord Roberts from South Africa, the Queen sent a carriage and four to take them up to the Castle. One of the horses became unmanageable, and tried to bolt, causing rather a commotion among the bystanders. In the course of the manœuvre, a little later, the Queen turned to Lady Roberts and said to her: 'I am afraid one of my horses behaved rather badly this morning.' To this Lady Roberts nervously replied: 'Oh, not at all, madam, it was nothing. I dare say it was not accustomed to much cheering.'"

Services Remembered. A captain in the merchant marine who received a letter from a friend during the war was asked to address a meeting in the West. He spoke first and at considerable length, and when he had finished the audience rose, almost to a man, to leave the building. Mr. Taft says that the chairman sprang to his feet, rushed to the edge of the platform, and called excitedly: "Come back and take your seats. Come back every one of you! This man went through hell for us during the war, and it is up to us now to do the same for him."—Christian Register.

The Turns of Fortune. "I used to sell upholstery materials to the Pope automobile people in the old days," said a dry goods commission man, "when the Pope-Hartford and Pope-Toledo were the last word in road-locomotives."

"The Pops had a power tire pump, on which they owned the patents. Henry Ford offered to pay a royalty of fifty cents per car for the privilege of making it, and installing it in his automobiles, but the Pops indignantly refused. What a fortune they missed!"

"The Pops were very scornful of Ford; they laughed at his promise to build an automobile for less than \$500, and they said any car as light as his would never return in one piece from its first trip. And I never thought I should see the Pope company dead from internal dissensions and Henry Ford the biggest auto maker in the world."—Chicago News.

## A BIT OF VERSE

## IN THE HEBRIDES.

I live in a wide house, with stars in its roof,  
 When night sinks over me misty are  
 my curtains.  
 Lane  
 When night sinks over me misty are  
 my curtains.  
 Lane

More comes there lingeringly—leaves  
 off the mountains,  
 Mesging with silver the unsteeping  
 waves.  
 Sometimes a ship sails by, proud in  
 the daybreak.

Gathering tangle, or bait for the fish-  
 ing folk.  
 Old men and women creep, stooping  
 and rising,  
 Like birds from afar floats the  
 laughter of children.

From the quiet creek where through  
 mist the line rocks,  
 I push my white boat, and pull away  
 seaward.  
 Waiting and listening, watching and  
 dreaming.

Then in the gloaming row home  
 through the wonder  
 West of star-witchery, while past my  
 rock-shades  
 Flash the sea-people all jewel-  
 bespangled.

Lambent and languishing, low o'er the  
 crooping  
 And sigh of the waters, the broad  
 moon uprises.  
 By glow of my past-fire I yield to  
 her gleam.

Sagas come seeking me, tugging my  
 seatings;  
 Sea-folk far-faring, call from the  
 ghost-land.  
 When Sleep o'erwhelms me, till the  
 birds cry at dawn!  
 —Laughlin MacLean Watt.

## THE LAUGH LINE

Little Miss Malaprop.  
 "Brother," said father, at the break-  
 fast table, "I have ordered a taxi for  
 this afternoon, and I shall not need  
 it after all."  
 "Shall I telephone and disorder it,  
 daddy?" asked the small daughter of  
 the house.

His Catch.  
 irate Squire—"Hi! you, sir! You're  
 fishing in my river. I demand what  
 you've caught."  
 Fisherman—"A right, guv'nor, I've  
 caught a cold, and I'm catching the  
 rheumatism, and you're welcome to  
 both of 'em."

Cruelty to Scotchmen.  
 The origin of the bannepie being  
 discussed, representatives of different  
 nations eagerly strove to outdo  
 each other for the story. Finally an  
 Irishman said: "Well, I'll tell you the  
 truth about it. The Irish invented it  
 and sold it to the Scotch as a joke;  
 and the Scotch ain't seen the joke  
 yet!"

Logic at Work.  
 Teacher—"Thomas, you tell me  
 what a conjunction is, and compose a  
 sentence containing one."  
 Thomas (after reflection)—"A con-  
 junction is a word connecting any-  
 thing, such as 'The horse is hitched  
 to the fence' by the halter." "Halter is  
 a conjunction, because it connects the  
 horse and the fence."—Hawser's En-  
 zar.

EXECUTED AT SING SING.  
 Oshington, N.Y., Feb. 11.—Jesse Walker,  
 29 years of age, at Evansville, Ind.,  
 was put to death in the electric chair  
 in Sing Sing prison yesterday for the  
 murder of Samuel Kotchak, a Brook-  
 lyn stationer, whom he tried to rob  
 on November 5, 1915.

## Benny's Note Book

BY LES PAPE

Pops black shoes was at the shoemakers being fixed and yesterday after supper he sent me up after them and when I got back I looked at the backside on account of it feeling lighter than 2 of pops shoes, and here was in it but just one shoe on account of the other one having fell out on the way, me thinking, G. good nite, G.

And I went in and pop was smoking and thinking in the sitting room, me saying, Hello pop, in back from the shoemakers, pop.

I expected you, and pop, put the shoes under my bed, in glad to get them back, my brova shoes here my feet.

Good pop, its a good thing theres 2 shoes to every pair, ain't it, pop? I sed.

A very fortunate coincidence indeed, I wonder if yours the same, to notice it, sed pop, and I sed, Well, boy about a year with a wooden leg, me would be as fast for him, wouldn't it pop?

Ample, sed pop, and I sed, Well how about a regular man, how about you, pop, suppose you had a pair of shoes with any one to it, do you think it would be any use, pop?

It would be just as much use as one trouser leg, sed pop, meaning me, and I sed, Well suppose you were one black shoe, and one brown shoe, pop, do you think people would notice it?

Some mite, but if they were my own shoes and I knew I was an honest man I should laff at public opinion, sed pop, and I sed, Well G. pop, you mite laff at laff at it, because one of your black shoes fell out of the packidge coming back and the other ones the only one left.

Well for the love of Mud and all the little Mads, sed pop, you march yourself rite out agen and find that shoe or you'll find a slipper. Not meaning with my eyes, and I quick went out to hunt, and the fellows was kicking a shoe around down in the next block and wat was it but the shoe, looking kind of kicked around and not broke, and I took it home and cleaned it and put it under pops bed next to his other one.

## IN THE EDITOR'S MAIL

To the Editor St. John Standard:  
 Dear Sir—The shiretown of Hamp-  
 ton, in the county of Kings, must have  
 a record by having one of the oldest  
 and most dilapidated stations along  
 the Canadian National Railway. This  
 station was built in the year 1851.  
 If its requirements then called for a  
 station such as was built, what kind  
 of a station should the people of  
 Hampton expect today?

The shippers of Hampton feel the  
 need of great improvements to carry  
 on a profitable business, but these im-  
 provements are not available.

We believe that the present time  
 is most convenient, when there are  
 armies of laborers available to carry  
 on this work. The money has been  
 voted by parliament. Why should this  
 matter be hanging, while business suf-  
 fers?

Reasons why we should have a new  
 station—First, it's a disgrace to  
 Hampton to have such a station as  
 we now have; secondly, building  
 a new station a continuation of things  
 which is much needed would have to  
 be arranged to take care of the busi-  
 ness offering.

We remain yours for developments  
 along lines to accommodate the most  
 people,  
 Yours truly,  
 SOLLOWS CO.

## Women Going Too Far For Soviets

London, Feb. 2.—Emancipation of  
 women from domestic work is going  
 a little too far for the Soviet leaders  
 of Russia. An attempt to commit the  
 recent Soviet congress there to such  
 a principle developed a humorous in-  
 cident, as told by the Moscow wire-  
 less.

Madame Kolontai, a well-known  
 Bolshevik leader, told the congress:  
 "Women must be liberated from the  
 mass of unproductive labor which  
 they fulfil in their domestic surround-  
 ings. Thus the enormous amount of  
 working energy will be available. I  
 regret to say that old prejudices are  
 still strong among us."

A male member of the congress,  
 Ukhnevitch, jumped to his feet with  
 an objection. "I am in favor of the  
 emancipation of women, but not of  
 all," he declared. "If my wife leaves  
 me, I shall throw up my work. My  
 wife must stay at home."

The congress received this witty  
 with roars of laughter.

## ROOF GARDEN FOR CHURCH.

Buffalo, N. Y., Feb. 11.—A roof gar-  
 den will be one of the features of the  
 First Methodist Church of Corning, in  
 an endeavor to keep the young folks  
 in the church, the official board has  
 announced. The garden, however, is  
 to be used mostly for holding religious  
 services.

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Pipe

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 4, 6, 8, 10, 12 inch Scotch  
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 made and well seasoned.  
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 restore the woodwork.

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 clapboards.  
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The boy or girl who has a  
 defect in the shape of the  
 eyes that causes muscular  
 strain.

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 sight is not good, or who,  
 with good sight, suffers from  
 headaches, weak eyes, or  
 some other result of eye-  
 strain.

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 beyond, for their eyes are  
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 Dru-Co.,  
 1001 Main St.  
 Montreal, P. Q.

Western Farmer  
Charged With

Calgary, Feb. 11.—Edw-  
 a farmer, eight miles n-  
 Deer, and his wife, have  
 for the past few days ut-  
 a charge of manslaughter  
 the discovery of the lad-  
 ley, who had been there  
 a terribly brutal death  
 was brought to a hospi-  
 day, dying three hours  
 Both feet were frozen

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 R. L. SIPP

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