

The Evening Times-Star

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ST. JOHN, N.B., FEBRUARY 6, 1925

WHEN AND HOW?

In yesterday's Speech from the Throne this paragraph sticks out prominently:

It is the intention of the Government so to equip our important ports on the St. Lawrence route, and on both the Atlantic and Pacific coasts, as to enable them to meet all requirements of modern navigation.

The proof of the pudding is in the eating. How far does the Government propose to go in so equipping the national ports so that they will be able to meet all requirements of modern navigation—and, let us add, of an all-Canadian traffic policy?

There have been many declarations, under other governments, in Speeches from the Throne, of this same purpose, but though some ports have been equipped there are noteworthy exceptions.

If the paragraph quoted, in which the Government defines its intention with respect to the ports, means anything beyond aspiration or the comfort of words—and we feel sure it does—it should mean that the Government will put through Parliament at this session appropriations sufficient to provide the facilities which the national ports lack.

There are many in Canada who would have taken more comfort from this declaration of policy concerning the ports had it been supplemented by a declaration that the British preference was to be limited to goods entering this country through its own ports direct. If fifty per cent. of the preference were so applied a few weeks hence, and notice were given that it would be so applied, then indeed a powerful lever as affects imports would be used; the influence upon import traffic would be immediate and far-reaching.

That is an easy and direct means of getting two-way cargoes.

The paragraph referring to the ports is necessarily linked up with certain earlier portions of the Speech, which, indeed, with the exception of Senate reform and the treaty with the United States to limit the smuggling of narcotics, is devoted almost wholly to the cost of living, and to the relation which improved transportation, and control of transportation rates by sea and land, bears to living conditions and prosperity in Canada.

Let us examine the linking up. In the first place we are told that Canada had a good year in 1924, that its excess of exports over imports was more than \$260,000,000, and that the present year opens with prospects of sound and steady development.

Therefore, if the re-adjustment of transportation conditions is so important as the Government says it is, the administration presumably is ready to spend some public money on the ports, and to take resolute measures to keep Canadian trade within Canadian channels by actually introducing and developing the all-Canadian policy promised by previous administrations, but never yet carried into practice.

The Government proposes so to deal with transportation as to effect a free movement of commodities, through an equalization of railway freight rates, between provinces and localities, and through a lowering of carrying charges upon shipments by water of the products of the farm, the mine, the forest, the fisheries, and of our manufacturing industries.

that when the Grand Trunk Pacific and the National Transcontinental were built, when millions upon millions were poured into the coffers of the Canadiana Northern and when the Grand Trunk was taken over, Parliament made certain stipulations which are still binding, but which never have been adhered to, and which were intended to cause all these railroads, paid for by the money of the people of Canada, to keep their traffic within all-Canadian lines.

Again, and to repeat, the first thing needed to show the people of this country that an all-Canadian transportation policy is to be adopted and vigorously administered, is that Parliament should vote at this session, as an investment promising great national dividends, and as a course of action vital to Canadian growth and Canadian prosperity, sufficient sums adequately to equip the ports, and should carry into actual practice at the earliest day possible the Government's now declared policy with respect to transportation reform.

GLOUCESTER.

Because in these days politics, national and provincial, is marked by an uncommon degree of uncertainty, and because it followed the Government reverse in Westmorland, the Gloucester by-election commanded a great deal of public attention and excited an unusual measure of speculation.

The Attorney-General, a man of marked ability, a speaker of more than ordinary grace and force, will be a substantial addition to the debating power of the Government in the House, and his legal qualifications make him a fitting successor to the many distinguished men who have held the post of first law officer for the Crown.

The stage is now set for the opening of the Legislature, and at the coming session it will be surmised that both Government and opposition will unfold for public consideration the leading issues they intend to present to the electorate when the provincial general election comes along.

It is suggested by the Toronto Star that if there were a prize for mixed metaphors, it would have to be awarded to the London, Eng., Express, which has just published an editorial entitled "John Bull, the Milch-Cow of Europe."

This is how it looks to the New York World:— Quebec gets \$4,170,000 revenue from its liquor law, proportionate to \$200,000,000 in the United States, and fair sobriety among inhabitants, if not visitors. We get no revenue, and the Government sees a single man for \$7,500,000 in unpaid taxes on bootlegging income—while as for sobriety—

They do not particularly like the word "blizzard" in the West, and you can't blame them. The Manitoba Free Press says:— The newspapers refer to the storm of Tuesday as an old-time prairie blizzard. This, of course, it was not. A real old-timer would refer to Tuesday's performance as a bit of a breeze. Any kind of a blizzard that doesn't blow the hair off a dog does not amount to much in this country.

The daily consumption of water in New York City at present is 800,000,000 gallons. Just now the states of New York, New Jersey and Pennsylvania

are making a treaty under which the watershed of the Delaware River will be used to maintain a reserve supply for some of the big cities of the three states. An expenditure of \$500,000,000 will be made to increase the water supply of New York City, Philadelphia and North Jersey. By this scheme New York will be able to draw 1,500,000,000 additional gallons a day by 1935 from the Delaware reserve.

Whatever doubts Canadians may have about the wisdom of an embargo against the export of pulpwood from private lands—and only a small percentage of the wood cut is exported—they must be amused at the nature of the protests made by American interests against the proposal. The New York Times calmly reminds Canadians that an embargo may provoke retaliation and that settled trading arrangements are not to be interrupted without probable damage to all parties concerned.

Odds and Ends

"You never know what you'll find among the odds and ends."—From "Notes by a Wayfarer."

More "Limericks."

Publication in England of "The Complete Limerick Book" by Langford Reed has brought a limerick revival, the popularity of which may be estimated by the fact that 15,000 copies of the book sold in a month, says the Ottawa Journal. The limerick that has "snap," ingenious rhyme, and a laugh is in great demand, and magazines are giving space to limerick competition.

Dean Inge vouched for another as having been composed by a high dignitary of the Church of England: "Oh God, for as much as without Thee We are not enabled to doubt Thee. Help us all by Thy Grace. To convince the whole race It knows nothing whatever about Thee."

The epidemic is threatening this side the Atlantic for magazines are offering limerick prizes, and many cross-word puzzle enthusiasts are now spending part of the evening devising riddles.

School days. I am all the better for having spent my school life in the shadow of the cane.—Dr. H. Crichton Miller.

An Oriental View. Orientals think of the road to England as a kind of ladder to the stars.—The Itance of Sarawak.

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HIGH HOPES FOR MARITIMES IN THRONE SPEECH

Restriction of Preference to Canadian Inlets Expected to Follow.

WAR IS PLANNED ON INSURANCE BARRIER

Aim to Reduce the Ocean Freight Rates Through Subsidizing Ships.

OTTAWA, Feb. 5.—Prospects for a brightening of the horizon in the Maritime Provinces are given great encouragement in the Speech from the Throne read today by Baron Byng of Vimy, at the opening of the fourth session of the fourteenth Parliament.

First, there is made clear the determination of the Dominion Government at this session to effect a reduction in the costs of transportation on land and sea, in the former by means of the equalization and removal of discrimination as between sections of the country, and in the latter by means of a large and effective introduction of the competitive element in Atlantic shipping.

Second, there occurs in the Speech from the Throne this significant paragraph: "Some measure of control of transportation by land and sea is obviously essential to the promotion of Imperial trade, the expansion of export trade generally, and the development of Canadian trade via Canadian ports."

In this connection it is reported on good authority that the Government has had in mind for some time what was mentioned in Mr. Meighen's resolution published yesterday, namely encouragement of trade via Canadian ports by restricting the application of the preferential duties entirely to goods brought in through Canadian ports.

Former Action. Hereafter, through the action of Rt. Hon. W. S. Fielding two years ago, an additional discount of 10 per cent. was allowed for goods imported through Canadian ports.

Then, as a further indication of the intention of the Federal Government to do all possible to stimulate trade in and out of Canadian ports, there is the promise in the speech "to equip our important ports on the St. Lawrence route, and on both the Atlantic and Pacific coasts, as to enable them to meet all requirements of modern navigation."

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EVERY TABLET STAMPED WITH NAME 'PEPS.' Hear Reports On Work For Missions

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Equipment of Ports. 3.—Equipment of important ports on the St. Lawrence and on both the Atlantic and Pacific coasts as to enable them to meet all requirements of modern navigation.

4.—Steps to be taken to further colonization and settlement in fertile regions such as those of the Peace River.

5.—The speech observes that the economic situation throughout the world has notably improved and that for Canada the year 1924 was a year of substantial progress.



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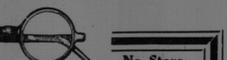
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