

# 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 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 in due course one hundred per cent. would be so applied, then indeed a powerful lever as affects imports would be used; 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. This equalization of railway rates, the Speech points out, must depend, so far as the methods to be adopted are concerned, in a great measure upon the decision of the Supreme Court with respect to the Crown's Nest Pass agreement. But with regard to ocean freight the Government, through plans not explained, proposes to take action to overcome the restraints on our export trade which are "due to the exactions of the powerful steamship combine known as the North Atlantic Steamship Conference," and it is going to ask Parliament to pass a measure designed to give the Government "a control of ocean rates."

Here, then, we have, in outline at least, an announcement that the Government proposes to equip the ports and to employ various methods of giving the ports and the railways the carriage of Canada's export and import traffic.

The limiting of the British preference in the manner referred to, has the Government committed itself to such action, would obviously have a marked influence in breaking the ill effect of the North Atlantic steamship combine's policy upon Canada. If the ports are to be equipped, and the volume of Canadian traffic through them is to be increased immensely, as it lies within the power of the Government to increase it, then there must be not only adequate port facilities, but plenty of available tonnage, two-way cargoes for shipments, and East and West roads for the railways.

And just here, let it not be forgotten—

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. These pledges and promises—the pledges will be found written into the statutes of this country—have never been implemented. It is time they were.

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 date 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 result, so far as Gloucester itself is concerned at least, is sufficiently decisive. Attorney-General Rand, an outsider to Gloucester folk, handicapped by his experience in Westmorland, carried Gloucester by a majority of almost 2,000, as compared with Mr. Byrne's majority of 2,697 in the last general election. Moreover, the total vote, the measure of the interest felt by the electorate, exceeded that cast in the general election by 2,300 ballots. Mr. Rand, a Protestant, contesting an almost entirely Acadian constituency against Mr. Ryan, scored a notable victory, one that shows the weight of the Government's influence in Gloucester, and which at the same time indicates that the voters of that constituency, in their desire to uphold the Veniot administration, shook themselves free from the influences of race and creed which are sometimes all too strong in Canadian politics.

If the Government got a black eye in Westmorland, the opposition has received one in Gloucester, and the result, in the general election circles, is naturally great. Another way of looking at the Gloucester result is for the ordinary observer to ask himself what impression the public would have formed had Gloucester followed the example of Westmorland. Through that line of inquiry a somewhat accurate measure of the Government's success may be obtained.

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 sues a single man for \$7,500,000 in unpaid taxes on bootlegging income—while as for sobriety—

They do not particularly like the word "bizzard" in the West, and free Press says:—  
The newspapers refer to the storm of Tuesday as an old-time prairie bizzard. 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 bizzard 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. The American Publishers' Association says that the embargo would represent a Canadian attempt to steal the American paper and pulp industry, and it speaks regrettably about hostile tariffs. The Canadian policy should be that which is best for Canada. Our American critics apparently forget—or strive to forget—in speaking of hostile tariffs, what they have done in the way of tariff walls to keep our farm products out of their market. If we should erect a Chinese wall against all of their products they would understand how Canadians sometimes feel. We could do that, but we will not do it unless we consider it best for us. For retaliation for retaliation's sake is the poorest of policies, though sometimes tariffs or threats of tariffs can be used to secure more equitable trading arrangements.

## 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. Mr. Reed's book is a collection of choice material from the output of limericks within the last century.

One of the limericks attributed to President Wilson, but really the composition of Anthony Euwer, was entitled "My Face." And the rhyme went:

"As a beauty I'm not a great star,  
There are others more handsome by far;  
But my face, I don't mind it,  
Because I'm behind that I jar."  
The folks in the front that I jar.

Dean Inge voted this his favorite:  
"There was an old man of Khartoum,  
Who kept two tame sheep in his room.  
He said 'They remind me  
Of one left behind me—  
I cannot remember of whom.'"

Mr. Gordon Selfridge owned that he liked the young maid of Ostend  
Who swore she'd hold out to the end;  
But when he sat down in the jam,  
On taking his seat,  
He said 'They remind me  
Of one left behind me—  
I cannot remember of whom.'"

Dean Inge vouched for another as having been composed by a high dignitary of the Church of England:

"He is really an absolute lamb;  
But when he sat down in the jam;  
On taking his seat,  
He said 'They remind me  
Of one left behind me—  
I cannot remember of whom.'"

Father John Knox is credited with having written a Modernist Prayer:

"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.

Schoolboys.  
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 Rancee of Sarawak.

Decline of Purchasing Power.  
The loaf has risen from 4 1/4d. to 10d., and I see nothing to prevent its rising to 1s. 6d. in the next generation.—Sir Leo Chiozza Money.

It's Coming.  
(Manitoba Free Press.)  
Seven or eight weeks from now and it will be time for the western farmer to polish up the old plow. It isn't such a long time if you say it fast.

Sales of artificial gas in the United States last year totaled 405,344,000,000 cubic feet, an increase of about 20 billion cubic feet over 1923.

## 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.

For Canadian Ports.

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 inter-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.

Heretofore, 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 "so to equip our important ports on the St. Lawrence route, and on both the Atlantic and Pacific coasts, as to enable them to

DO YOU COUGH, COUGH ALL NIGHT LONG?

Terribly distressing and wearing on the system is the cough that comes on at night and you cough; cough all night long and can't get to sleep.

DR. WOODS NORWAY PINE SYRUP WILL GIVE YOU RELIEF

Mrs. John Lyman, Enterprise, Ont., writes: "After having had whooping cough I contracted bronchitis, and for days and nights I coughed continually, and could get no rest or sleep, but after taking one bottle of Dr. Woods' Norway Pine Syrup I found great relief, and after having taken several bottles I was relieved of my trouble."

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meet all requirements of modern navigation."

Insurance Discrimination.  
This means that the Federal authorities intend to remove every possible excuse for British marine underwriters discriminating against Canadian ports and in favor of United States ports in the matter of marine insurance.

Specialists of the plan hinted at in the speech for lowering Atlantic freight rates leaked out this afternoon. Introduction of the competitive factor is the outstanding feature of the Government's proposal, which, of course, will be later submitted to Parliament and will be subject to ratification after which it will have to run the gauntlet of the Senate.

To Get Subsidy.

Last summer, when in London, Hon. Thomas A. Low, Minister of Trade and Commerce, conferred with Sir William Petersen, an influential shipping man, and as a result, a formal contract with Sir William's concern was effected. By its terms the Petersen Company is to put in operation a fleet of 10 vessels in the coming season. The fleet will receive from the Dominion Government a subsidy on the basis of the ocean rates structure.

Will Have Control.

The rates to be charged will be contingent upon the subsidy and will be lowered in proportion to the amount of such governmental aid. The rates will apply to all commodities of import and export and also to passengers of the immigrant type. The average tonnage of the vessels will be 10,000. Under the scheme the Federal Government will exercise full control over the rates.

Other Speech Features.

Other announcements of the Government programme as outlined in the Speech from the Throne, were:

1. Attention of Parliament to be called to the desirability of equalizing railway freight rates as between provinces and localities.  
2. Submission of a measure to afford the Government of Canada a control of ocean rates.

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.

6—The speech also refers to the fact 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.

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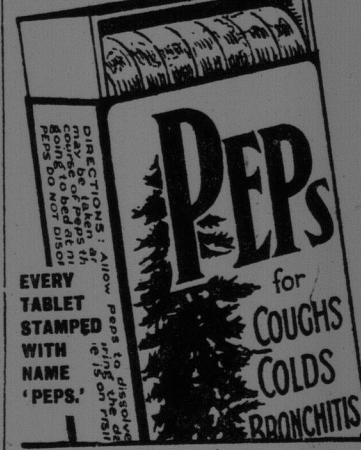
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Hear Reports On Work For Missions

At the meeting of the W. M. S. of the Queen Square Methodist church last night the reports and programme contained much of special interest. Mrs. Neil MacLauchlan, president, was in the chair. Reports were received from the Watch Tower department. Mrs. C. W. Dickinson reported for work in China; Mrs. Charles Lingley for Japan; Mrs. S. E. Logan for "the stranger within our gates"; Mrs. O. T. Dales for French work, and Miss C. Pratt for India.

Thompson, who would have conducted the study, was absent through illness. A collection for the rest fund was taken during the evening.

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