The St. John Standard

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ST. JOHN, N. B., SATURDAY, FEBRUARY 4, 1922.

TRADE WITH THE WEST INDIES.

With a view to stimulating and promoting trade between Canada and the West Indies, now that a preferential trade agreement has been concluded between this country and the Islands, an effort is being made to organize a party of Canadian manufacturers to visit the Islands to personally ascertain for themselves what are the possibilities for increased trade. Such an effort should be cordially supported because a trip such as is proposed can scarcely fail to bring beneficial results. It is especially important to the Maritime Provinces, because with the industrial output of these provinces shut out of the United States, and practically also shut out of Upper Canada on account of the heavy freight rates, new markets are essential if industry is not to languish.

Strenuous efforts must also be made to have remedied an omission from the preferential trade treaty regarding the ports of importation. The treaty does not—as it most certainly should have done—specifically stipulate that only goods imported into Canada through domestic ports shall have the benefit of the preferential tariff rates. One cannot help wondering how such a proviso ever escaped inclusion in the treaty when it was under discussion in Parliament. We have a Canadian Merchant Marine, which is hunting everywhere for freights, and if only as a means of helping the vessels of this fleet to get business, such a proviso is worth while. As things are, imports to Canada from the West Indies can be ocean borne in United States bottoms, and brought into Canada over United States railroads, and still obtain the preferential tariff rates. How is it possible under such conditions as these, ever to expect to build up the business of Maritime Province ports if American ports are permitted to compete on equal terms with them? While efforts were being made to promote trade between Canada and the West Indies, why not ensure that this trade should be carried through all Canadian channels?

However it is not too late to get the defect remedied, and it should be the object of special effort on the part of Maritime Province interests to endeavor to get this done. Should they be successful in this it would mean a very considerable accession of business to St. John and Halifax, which are the natural bases for the shipping trade with the West Indies. Of so much importance in fact to the Maritime Provinces is an extensive trade with the West Indies, that it would be worth while for the Maritime Board of Trade and its associated Boards, to send a thoroughly qualified newspaper man with the party, who would be able not only to keep the people at home fully posted as to the progress made, but at the end of the trip, compile a report of what had been accomplished, which should be a most valuable guide for future reference. At the present time two-thirds of the trade between Canada and the West Indies is carried through United States ports. This is neither patriotic, nor—what is of more material consequence—is it sound business.

THE INTERCOLONIAL.

Mail and Empire:—"Ever since the management of the Intercolonial Railway was vested in the directorate of the Canadian National Railways, the people of the Maritime Provinces have been restive. Deputation after deputation has urged that control of the Intercolonial be separated, and that it be operated, as it was for years, as a "political" road. The freight rates are fixed by the Railway Commission in common with those of other railways, and the management has been on a business basis.

"The demand for return of Intercolonial management to the Minister of Railways, and a special general manager who would operate the line according to local desires has been urgent. Mr. Meighen did tell the Maritime Provinces that he would do his best to have district or branch administrative offices established there, subsidiary to the National management. But, judging by the vote, this was not satisfactory. Now that the King Government is in, and has a solid representation of Liberal members from Nova Scotia, a large representation from New Brunswick, and all of Quebec, the Maritime Provinces believe that they can achieve their aims for the separation of the Intercolonial from the National system. They believe that in the King Government are forces that would quickly strip the National system of this railway as a beginning toward dismemberment. Having its great strength east of the Ottawa River, the King Government cannot afford to antagonize Maritime sentiment, even though to return to separate management would re-introduce political administration, special or discriminatory rates, increase the deficit that the already weary tax-payers must bear, and disrupt instead of unite and solidify our railway organization.

"The manufacturers in New Brunswick and Nova Scotia have been pressing for return to pre-war rates. They claim that since the Republican tariff barriers in the United States have been hoisted, the industries of the Maritime Provinces have to depend much more largely on Western Canada. The long and costly haul is an almost insuperable obstacle to growth of business. But the West wants unification or consolidation of the National Lines, including the Grand Trunk, to reduce expenses, and enable a lowering of rates without an increase in deficit. Mr. Crerar is supposed to be unyielding on this point. The Progressives are utterly opposed to what the Maritime Provinces want in railway administration policy, and the King Government will have to run the gauntlet between the two groups."

Our contemporary is entirely in the wrong when it states that the Maritime Provinces desire to have the Intercolonial operated as a "political" road. They want no such thing. What they want is to have the road operated in such a way as will carry out the objects for which it was built, that is, to promote trade and industry in these provinces. At the present time its system of operation is killing trade and industry, instead of promoting it.

"The West wants unification of the National Lines to reduce expenses," says the Mail and Empire. No doubt; the Maritime Provinces oppose unification in order to reduce expenses. The contention of these provinces is that by consolidating the whole National System, the earning capacity of the Intercolonial is used to help to set off the lack of earning capacity of 10,000 miles of western railways; and in order to do this, heavy freight rates are imposed upon these provinces, which, it is claimed they would not have to bear if they only had to carry the load of the Intercolonial.

Western grain growers want cheaper railway rates, and they are willing and anxious that Eastern manufacturers should be "soaked" in order that they may attain this end. Eastern manufacturers haven't the least objection to the Grain Growers getting cheaper freight rates, as long as it is not at their expense, and the Maritime Provinces will be a unit in opposing any further sacrifices being demanded from them in order to promote the selfish interests of any other parts of Canada. Western Canada would not want unification and consolidation of the various government-owned roads if such a course would not work out very materially to its own advantage.

THE PROGRESSIVE MOVEMENT.

Toronto Telegram:—"The truth about the National Progressive movement is that it draws its sustenance, not from conscience, but from cupidity; that it is rooted in a materialism so crude and vicious as to provide dangerous public influence for the most active anti-British elements in Eastern and Western Canada. The anti-conscription fomentation in rural Ontario gave this province Drurystem; Crerar could not have swept clean the foreign-born ridings in Western Canada in the late election had the Progressive party possessed a worthy attachment to the vital principles of British and Canadian ideals. Progressive prosperity where it obtains, is due to no other cause than "dollar politics." Progressivism in Canada is the product of a time of unrest and uncertainty, when the rattle of money has readily lured men away from time-honored political ideals, when unfamiliar fears bred by war's depressing aftermath have tempted many citizens to narrow their horizons, when the herd instinct has been rampant, and when demagogues everywhere have prospered as never before in the blinding fog of economic bedevilment."

The story which the Quebec Chronicle publishes this morning regarding the rumored attempt to acquire the Canadian National Railway property by an Anglo-Canadian Company, is interesting if for no other reason than as an example of the hare-brained schemes some people will propose. Any such company would need to have unbounded faith in itself and an inexhaustible purse, to take up as a business proposition an undertaking that goes behind to the tune of a hundred millions a year.

The Mail and Empire, referring to the recently published balance sheet of the Province of Quebec, which shows a surplus of $1,200,000, after an expenditure of $14,624,000, says:—"The guiding principle of Quebec finance has been to live within income, and to keep down expenditures." Will the Hon. Walter Foster please note?

Thirty-eight people at Chicago positively identified a suspect in a swindling case, and all were wrong. No doubt the circumstances were exceptional, but those 38 people should blush to think of the possible consequences of their fallibility.

WHAT OTHERS SAY

Undesirable Immigrants.
(Ottawa Journal.)

Shall Canada become the dumping ground for millions of refugees fleeing from Russia, Roumania, Poland, Lithuania and other war-torn countries of Europe? Shut out from the United States, these immigrants, running into millions, are looking to Canada, thus creating a possibility which challenges serious reflection. The Toronto Globe after an inquiry into the matter, describes the situation as "a menace to the social and economic life of Canada," and adds:

"The issue now lies between those who would have Canada develop haphazard by accepting all the polyglot populations thrust upon it and those who believe that the citizens of Canada should determine the character, nationalities and experiences of those they desire, and take measures to induce them to come. The urgency of the problem is made manifest by the fact that the passports of many recent immigrants to Canada bore the legend that the man to whom it was issued was not to be returned to the country which was exporting him. This manner of getting rid of undesirables has now been abandoned, owing to steps taken by Canada by refusing to accept such passports. Just now it is the policy to accept only the near relatives, such as father, mother, brother, sister, son or daughter of people already established in Canada. Even so, they still come in considerable numbers, and the arrivals would leap to five figures yearly if there were not exclusive measures at all."

The situation appears sufficiently serious to warrant caution from the Dominion authorities. Canadians naturally sympathize with the unfortunate populations of Europe, but they cannot permit the economic stability of their own country to be undermined by a flood of unskilled foreigners, ignorant of Canadian laws, languages and institutions, and adding to the sum of unemployment, poverty and over-crowding in our cities.

Not Finished Yet.
(Cincinnati Times-Star.)

The truth is that Lloyd George is doing things, even if his party is neither Liberal nor all Conservative. Perhaps British politics will again separate into the two streams of Liberalism and Conservatism. But probably not until Lloyd George has accomplished what he set out to do. Then the Asquiths and the Greys, on the one hand, and the Milners and Curzons and Cecils, on the other, can return to their ancient hostility from opposite benches. Meanwhile a statesman greater than the old parties dominates Great Britain.

Britain Must Purge Her Guilt.
(London Daily Herald.)

Labor's policy for Britain is a clean sheet, instead of the account books of Bedlam. The suicidal wickedness of Versailles must be atoned for by a restoration of Germany to solvency and self-respect. The abomination of our "White" wars in Russia must be wiped out by a frank and full recognition of Soviet Russia, a writing off of mutual claims, and an honorable willingness to renew friendship and commerce without let or hindrance. This alone can redeem British honor and restore to Britain what prosperity is possible under Capitalism. There is no other way.

The Path Lies Clear.
(London Daily News.)

M. Poincare has been a steady critic of his predecessor, but his knowledge and experience can leave him with few illusions as to the extent to which he can deflect the trend of European affairs at this time of day. These can be directed by no single statesman and no single country. They are to be guided only by the greatest common measure of the aims and desires of all. And the schemes matured at Cannes, though by no means the last word in sane internationalism, mark a standard from which it is no longer practical politics to recede. France wants security, and the path towards its attainment is now fully marked out for her. She cannot and will not refuse to tread it. The real question is whether M. Poincare will be prompter and bolder and more successful than his predecessors in impressing upon his followers the inevitable lesson.

A Tip for Busy Business Fathers.
(Forbes Magazine.)

What are the most worthwhile things in life? Surely, among them must be classed one's children. Neglect of their growing children by tremendously busy men is notorious. While talking the other day with a man who has come to the front extraordinarily in the financial world during recent years, he remarked to me: "I always take my holidays when my boy gets his school holidays. I take off a week or ten days around Christmas and also at Easter. Then I always take my summer vacation when he is having his holidays, and spend most of the time in his company. I enjoy it and I rather think he enjoys it. We're the very best of pals." After all, is there any better form of investment than investing time and thought and consideration in bringing up one's own flesh and blood? That it can be done without interfering in any way with one's success in business, this man has convincingly demonstrated.

Something to Lean On.
(London Daily Express.)

It is said that never has the mascot been so popular. Not only, be it noted, among fashionable women, but even among unsuccessful boxers! From golliwogs to jade amulets, every conceivable object appears to serve as a mascot to somebody, somewhere. It is an ancient craze, as ancient as its twin-brother, superstition. When superstition flourishes mascots abound. Ours is a very superstitious age, despite its boasted rationalism, and despite, or because of its materialism. The average human mind is incapable of standing alone. It needs props, something external to itself, which it cannot quite understand. The most popular modern prop is the great god Luck, who is propitiated by sacrifices none the less genuine because half-humorous. Such a phenomenon as a craze for mascots is and always has been typical of an age in which orthodox faith is weak. When religion goes out of the door superstition flies in at the window.

A Midwinter Dream.
(Edmonton Journal.)

Just because the Canadian West does a good deal of talking about itself and what it wants, the Canadian East should not jump to the conclusion that it is growing weary of its family ties. Even though the Progressives are putting much emphasis upon the power and influence of the West as a political factor, and even though Mr. H. W. Wood talks in rounded words about a new democracy, there isn't any suggestion of seceding from the confederation and setting up a little nation of our own.

They really ought to know as better back East. They fought to know that the West of Canada is as loyal and as Bright as the West of England itself and that it has no more intention of following Ireland's example than of starting a war with the United States. Yet, as a matter of fact, some of the Toronto papers in particular have been hinting more or less vaguely. If it were not that such hints are next door to libels, they would be passably good jokes.

If the rise and development of the farmer movement, both as an industrial and a political class organization, are in any way responsible for this strange idea, it is but fair to point out that not at any stage of the movement or from even its extremest mouthpiece and exponent has a suggestion or a desire been expressed for an undoing of the confederation. Things have not yet got to the point where a radical in Canada cannot continue to be a Canadian citizen.

Sad Sign.

"I am afraid Jack's married life is not going to be particularly happy."

"What makes you think so?"

"I was watching the bride's family all through the marriage ceremony, and they looked too darned cheerful to suit me."

A Good Drawer.

"I don't know what's the matter with my furnace, it doesn't heat the house at all."

"Does it draw all right?"

"I should say it does. It draws about a third of my salary every week."

Ominous.

"Speaking of church weddings," writes J. M. C., "I once heard an old lady say that the organist played 'The Meddlesome March'."

Thoughtful Child.

"Papa, will you buy me a drum?" asked a little lad of his father.

"But, my boy," answered papa, "I am afraid you will disturb me very much with it."

"Oh, no, I won't, papa," said the little chap; "I'll only play it when you're asleep."

Benny's Note Book

BY LEE PAPE

THE PARK AVE NEWS.

Weather. Windy besides cold.

Sports. Sid Hunt went out to the park to try his new ice skates last Saturday and came back with a bluddy nose and scrapes on both knees and a bunk on the back of his hed and one on the side and a black and blue place on one elbo, proving how mutch he budent bin on his skates.

Society. A berthday party was held by Mr. Sam Cross for himself last Wensday and Mr. Puds Simkins ate so mutch he felt sick at his stummick but bravely tried to pretend he was all rite by still keeping on eating. Amung those also present was Mr. Benny Potts, Mr. Artie Alexander, Mr. Skinny Martin, and Mr. Leroy Shooster.

Pome By Skinny Martin.

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Lost and Found. One cent, date 1899 with a slite nick on one edge. Reward. See Ed Wernick.

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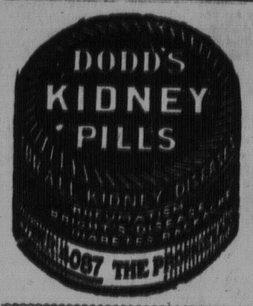

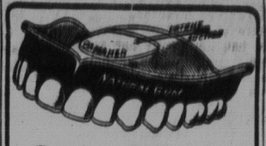

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Obituary

Mrs. Lydia Merritt.

Mrs. Lydia Merritt, wife of Step... Clarke, passed peacefully awa... her home in Hibernia Wednesday... the age of sixty-eight years. S... leaves her husband, two sons, Ly... T. of Hibernia, and Harry S. at ho... three daughters, Mrs. Willard Wil... of Welsford, Mrs. Charles Davis... Hibernia and Miss Ella of McAd... Junction, Isaac A. of Hoyt Stat... and Joseph of Hibernia, and one... sister, Mrs. James A. Hutchinson... Chipman. The funeral will be h... from her late residence on Satu... morning.

Lydia Merritt Clarke

Lydia Merritt Clarke, passed pe... fully away at her home, Hibernia, ... day, Feb. 3rd at the age of 68 yea... She is survived by her husband, ... sons, Byron T., of Hibernia, and H... S., at home; three daughters, Mrs. ... lard Wilson, Welsford; Mrs. Davis... Hibernia and Miss Ella at home. Th... brothers also survive, Jas. P. Gardi... of McAdam Jct.; Isaac A., of Hoyt S... tion; Joseph of Hibernia, and one ... ter, Mrs. James A. Hutchinson ... Chipman. Funeral from her late r... dence, Monday morning, Feb. 6.

Funerals

The funeral of Mrs. Catherine Ha... was held yesterday afternoon fr... her late residence, Germain str... West St. John, to the Church of ... Assumption for service by Rev. J. ... Ryan. Interment was in Holy Cr... cemetery. A large number of spiri... and floral offerings were received.

The funeral of Mrs. Catherine Cha... ter was held yesterday afternoon fr... her son's residence, 25 Castle str... to the Cathedral for service by ... H. Ramsay. Interment was in ... new Catholic cemetery.

The funeral of Jas. A. Douglas ... held yesterday afternoon to Fern... Rev. Ven. Archdeacon Crowfoot ... ducted service.

The funeral of Mrs. Mary Elizab... Pearce took place yesterday afterno... from the residence of her son, 13 O... street, West St. John, to Cedar ... Rev. Mr. Freeman conducted servic...

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Father's Chance.

Willie (to his father who had recently married the second time) "There's a shop in the High Street like you, daddy."

Father—"Shop like me? What do you mean?"

Willie (getting near to the door) "Why, it's under entirely new management."

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