

The Evening Times-Star

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SAINT JOHN, N. B., APRIL 3, 1925.

WORK THE ONLY CURE

Verbal warfare between sympathizers who dwell conditions in Cape Breton, but who differ as to cause and remedy, is of no use at this time. The quarrel and the ill-will are some five weeks old, and conditions are growing rapidly worse. There is no occasion for rebuking Canadians who have contributed out of the goodness of their hearts to relieve distress among the miners, and of course no useful end can be accomplished by exaggerating the distress existing. Undoubtedly there is enough of it without exaggeration, and while it is quite true that the Nova Scotia municipalities have the power to assess for relief, it is sufficiently significant that outside aid is both asked for and welcomed.

But work—the resumption of mining coal under reasonable conditions—is the only cure for the situation in Cape Breton. The question of relief is an entirely apart from the basic question, which is as to how work may be resumed with a fair likelihood that it will be continuous, that there will be peace instead of a time merely. The situation cannot be impossible of solution. Indeed those who are honestly seeking a way out must find some help in the increased tariff on bituminous slack, which, as the Premier of Nova Scotia has said, will enable the Nova Scotia mines to market great deal more coal. The mining trouble in Alberta, the threat of grave trouble in the American soft coal fields, and the news that a disturbance in the anthracite region next winter is feared, all constitute additional reasons why efforts to bring the Nova Scotia trouble to an end should be expedited.

It will be just as easy to disclose the governing facts now as it will be one week or six months hence. Dr. J. W. Robertson's suggestion that a "fact-finding" investigation is advisable has not yet been improved upon by anyone who has contributed to the discussion of the situation. His idea was that if an impartial tribunal were appointed to get at the facts and make them public a settlement would be possible, and while such a body was being selected and set to work, mining might be resumed pending the conclusion of the investigation. What is called "a fight to a finish," to which both sides appear more and more committed, is, after all, only a phrase. It must be established before a jury of public opinion what the conditions are under which coal can be and should be lifted in the publicly-owned Nova Scotia mines. Delay in resuming work and in having such conditions made known can result only in injury to the miners, to the operators and to the public interest. Public opinion demands just conditions, fair to all three parties, the miners, the operators and the people of Nova Scotia, who own the mines, and it demands that work be resumed. The mere defeat of one side or the other would result in no permanent settlement. What is wanted is the sort of settlement that will do justice to both sides; and both sides must be content with that.

THEY WANT COKE

If coking plants can be established in Saint John, Halifax, Quebec, Montreal and Toronto, as it is hoped they will be, the Maritime Province coal industry would enter upon a period of unexampled prosperity, the Toronto Star says in the course of an examination of the fuel situation. J. L. Landt, a fuel expert who has been conducting an inquiry for the Dominion Fuel Board, has expressed the view that "within the next few years the United States probably will not allow the exportation of anthracite." This sounds improbable, but no such threat is needed to convince Ontario, or any part of Canada, that we should be making a much greater use of Canadian coal, because it is desirable that we should not be so dependent upon a foreign source for fuel and also, what is even more important, because we should be keeping at home the vast amount of money we now pay for American coal.

The Star quotes Mr. Landt as most hopeful that the whole situation may be revolutionized by the establishment of coking plants which could convert Maritime soft coal into coke which could be substituted for American anthracite.

In discussing the outlook for a coking industry, with plants in the Maritime Provinces, as well as in Quebec and Ontario, the Star says that Mr. Mackenzie King Government "has gathered data that warrants the taking of definite action in making Canada less dependent on fuel supplies from other nations. By encouraging the construction of coking plants and making it possible for Ontario and Quebec to use Nova Scotia coal (Alberta coal, it will promote a new national policy which will draw the provinces closer together and hasten the return of prosperity."

LEVEL CROSSINGS

The danger of level crossings, to which public attention is directed in startling fashion from time to time by tragedies of the road, commands increasing discussion as spring brings on the season of greatest motoring activity. The worst of the level crossings are being gradually eliminated, but they are so numerous that the process of doing away with them is necessarily gradual.

Florida has developed a sort of compromise treatment for such crossings, which is by no means a remedy but which is attracting attention as likely to cut down the risk where it is applied pending such time as the removal of the level crossing is feasible. It may be of considerable use in country districts, particularly where there is no obstruction in the way of trees or buildings, and no curves to shut off the view of approaching trains. The Florida plan, which after all is scarcely new, is based upon the idea of making certain that any driver approaching a level crossing will slow down.

At the approaches to such crossings an obstacle in the form of an "island" is constructed, so that approaching drivers are compelled to reduce their speed so much that the cars are under complete control. The curve around the "island" is so sharp that passage at high speed is impossible. The very presence of the "island" is a warning that a dangerous crossing is ahead, and this reminder, together with the necessarily diminished speed, is thought by the Florida road authorities to be sufficiently effective to greatly diminish the danger arising from level crossings in the country districts.

At best, of course, it is only a compromise. It would cause altogether too great delay where traffic is heavy. The elimination of level crossings must go steadily on. The death toll every year shows that no consideration of economy can warrant the existence of these death traps under modern conditions of traffic.

INCOME TAXES

This is the income tax season, and although diminution of the federal income tax is not now expected this year, the Citizens' Research Institute of Canada keeps plugging away at the need for revision. Under the direction of Dr. Horace Brittain the Institute continues to collect and analyze facts in regard to expenditure and taxes and to educate public opinion as to the need for rigid economy.

Of late the Institute has been comparing the federal income tax in Canada with that in the United States, keeping in mind the fact that this country must always be in competition with its neighbor for population and for capital, and that therefore it is necessary that it should rid itself of every handicap which can be avoided. The population of this country, according to the Dominion Bureau of Statistics, had increased by 31 per cent, at the end of 1924 as compared with 1922, yet during that period there was a decrease of 17.7 per cent in the number of individuals paying income taxes and of 32.7 in the number of corporations paying such taxes. The greatest decrease was in individuals or corporations having incomes of \$30,000 or more.

The Institute quotes figures showing that the income tax payable by Canadians is far and away in excess of that paid by men of the same income in the United States, a fact to which President Brantley of the C. P. R. referred pointedly in an address he delivered a few days ago. In support of its contention that the tax should be diminished, the Bureau quotes President Coolidge, who said recently: "All experience shows that a larger amount of money can be collected from large incomes at a moderate rate than at a high rate. When the rate is too high large incomes disappear, leaving all the burden of taxes on the wage-earners and people of small means." The need for reduction applies to incomes of all sizes.

"The people of the Eastern Provinces," says the Manitoba Free Press, "can do much to help solve the most pressing of our western problems, and westerners in turn should give fair and unprejudiced attention to the problems of the East. While it is hardly true that East and West are mutually and equally interdependent in a business sense—because the West depends so largely on the export market—yet it is true that East and West can do a very great deal to help one another, and that co-operation and harmony are in every way to be desired."

CAT CAUSES \$40,000 FIRE.
CARDIFF, Wales, April 3.—A cat chasing a mouse caused a \$40,000 fire here recently. While pursuing a mouse in a warehouse, the cat knocked over a box of matches from a table. It ignited when it fell on the floor.

Odds and Ends

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

Tricks in Movies

Some of the tricks of the movie business are explained in the March issue of St. Nicholas Magazine by Fred Gilman Jopp, who recently took an exploration trip through the largest studios of Hollywood.

One of the most important men of the entire industry—and one of the least known—is the engineer, or "hot-dog engineer" as he is called in movie parlance.

He supplied Cecil De Mille with a field telephone which extended to every nook and corner of the great tenacity that housed 2,000 people, 3,000 animals, and covered twenty-four square miles of desert while filming "The Ten Commandments." The operating set was dragged over the sand on a sled, so that the director always had it at his elbow. Five-ton sphinxes—a whole avenue of them—were made in Hollywood and shipped to the desert. What labor could have been saved the Pharaohs had they possessed such an engineer!

The cost of the original Mayflower was, approximately, \$4,000. That of the duplicate, built by Charles Ray, was estimated at \$65,000. Tons of specially designed machinery, beneath the vessel, served to rock it during the filming of the furious gale.

"The great wind-effects in 'The Old Homestead' were produced by substantial wind-machines and contrivances for distributing dust above the 'screen-scapes.' A battery of these agitators will tear loose anything that isn't set in concrete. The cyclone which you saw on the screen vividly a whole town off the map, and was one of the most realistic nature performances ever pictured.

"One of these engineers was responsible for building 500 to 500 covered wagons on the plains. The great herd of buffalo that were used in the picture were mean and vicious, so the engineer had an added problem—that of protecting the players while at work. Expert maintainers were provided, and even stranger than movie-making was the thrilling job shot that brought down a grizzly bear directly in front of the lens. Had this single shot not penetrated the buffalo's brain, the directors would have had to send back to Hollywood for another cameraman.

"When you gaze upon 'Safety Last,' you are sure that a lot of trick photography was reeling off before your eyes. You were wrong! There was no trick photography at all. The ordinary camera was used. Credit another of these same engineers for the most breath-taking and exciting films ever made. He did it by building fake corners on the tops of real buildings, and focusing the cameras that the slim edge of projecting roof wouldn't show. You could look straight down to the pavement below, and that little ledge upon which Harold Lloyd worked was no place for any one but a man with steel nerves. The make-believe corners were built in just enough so that a fall could be prevented—if the actor worked fast—and so that a platform could be erected for the camera. Yet they were close enough to the edge so that, by shooting with the camera at the proper angle, the drop to the street looked straight down. Lloyd and the engineer had worked out certain angles for the camera that gave the desired effect of height and sheer drop.

"By misrepresenting artistically and scientifically, the camera creates and

IN LIGHTER VEIN

The Worst.
Injured Motorist—"Doctor, tell me the worst!"
Doctor—"Your car is smashed to smithereens!"—Kasper, Stockholm.

A Night at the Show.
He—"I took Maud to a musical evening last night."
She—"Was it good?"
He—"I don't know. I didn't hear much of it. Maud was telling me how fond she is of music."—Northern Daily Telegraph.

The Trail of Smoke.
Friend—"But why do you ask your

patients so many questions about what cigarettes, cigars or wine they use?"
Doctor—"It gives me a clue to their expenditure and I regulate my bills accordingly."—Klods Hans, Copenhagen.

That's Duffful.
Employer—"Why didn't you come when I rang?"
Office Boy—"Because I didn't hear the bell."
"Hereafter, when you don't hear the bell you must come and tell me so!"
"Yes, sir," was the dutiful answer.—Edinburgh Scotsman.

REPEATS TRAVELOGUE
Mrs. E. Atherton Smith repeated her travelogue, "Here and there in Great Britain and on the Continent," under the auspices of the W. M. S. of St. Andrew's church in the church hall last night in aid of the home mission fund of the society. There was a large audience. Mrs. Homer presided and a cordial vote of thanks was extended to Mrs. Smith on the motion of A. S. Allan, seconded by Rev. J. S. Bonnell.

Waterways Commission which will be in session in Washington on April 7. They will appear on behalf of the New

Brunswick application for permission to develop the Grand Falls hydro project.

Leave Today For Hydro Hearing At Washington

FREDERICTON, April 2.—Hon. Dr. E. A. Smith, chairman; Hon. J. E. Michaud, member, and J. D. P. Levin, solicitor of the New Brunswick Electric Power Commission, are leaving tomorrow for Washington to attend the meeting of the International Joint

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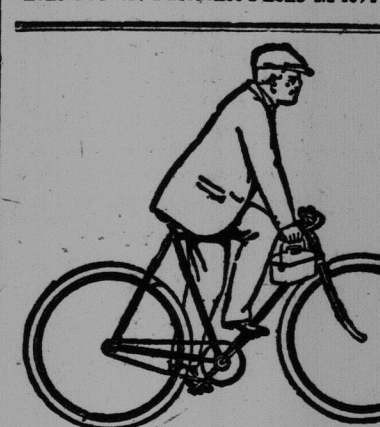


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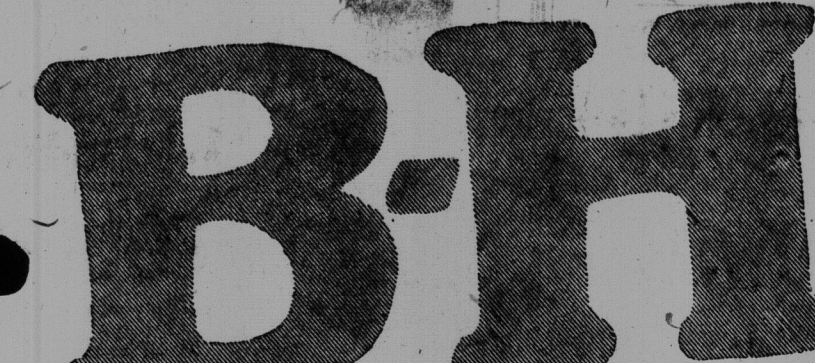
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