The St. John Standard

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ST. JOHN, N. B., MONDAY, MARCH 7, 1921.

THE CATTLE EMBARGO

The constituency of Dudley last Thursday rejected the Government candidate, Sir Arthur Boscawen, mainly on the cattle embargo question. On Friday the immediately adjoining constituency, Moseley, returned a Government candidate by acclamation. How is this to be accounted for? It does not seem too much to assume that the question of cheap or dear meat would be quite as vital to one set of electors as it would to their neighbors immediately next door.

A circular letter has been sent to this country signed by one Harry Moss of the Islington Abattoirs, which starts off as follows:—

"Take the embargo off Canadian "fat, store and milch cattle and you "give employment to tens of thousands of men and women in England, "your lands will be naturally fertilized, "your home-killed meat would cost "you 32 per cent. less than now, your "tanneries, leather, glue, fat, bone, oil "and numerous other trades would "open up to utilize the by-products of "slaughtered animals and give employment to countless unemployed."

As a piece of cheap clap-trap the circular from which the foregoing was quoted will take some beating. It is evidently part of the campaign which is being waged in England to get the embargo removed. Does it not strike the average reader that if removing the embargo would produce even one quarter of the benefits enumerated, the British Government would quickly realize the fact, and see to it that the people got these benefits? Does it not strike one again that if such benefits are to be derived by the slaughter of cattle over there, that it would be a good thing to slaughter them over here? Employment is wanted for thousands in this country now; the lands of this country need naturally fertilizing worse than anything else needs doing; we want cheaper meat; we want tanneries, glue factories and all the other trades that the by-products of the slaughter house create, in the worst possible way. If all these sort of things are to be available to Englishmen as a result of slaughtering the few thousand Canadian cattle which would be shipped over there for feeding purposes, why not feed and slaughter them here, and let Canadians have all these immense benefits for themselves? Moreover it costs considerably less to ship carcasses overseas than it does live cattle.

Is it to the advantage of Canada to supply the meat market or the cattle market of Great Britain? That is the question which should have prime consideration in the controversy on the embargo. To supply meat to Britain means that the fattening will be done on this side of the ocean, that Canadian feed products will be used for the purpose, that Canadian labor and Canadian capital will be profitably employed in the packing industry and that shipping problems will be simplified, and that Canadian farmers who are calling out for cheap fertilizers, will get the best there is in this line by feeding stock at home.

Sir Charles Tupper was always regarded as an astute, wide-awake statesman and he was of the opinion that this embargo was more of an advantage to Canada than otherwise. Why should Mr. Smith, chairman of the Canadian Live Stock Board and one of the best known Ontario farmers and one of the oldest M. P.'s representing an agricultural constituency, propose a question in the House that the removal of the embargo would not be in the best interests of Canada? He should know what he is talking about. If Mr. Manning Doherty wants a trip to England, by all means let him have it; but if he thinks anything he may say is likely to carry much weight with the British authorities, he is doomed to disappointment. English sentiment is that the country has nothing to gain by removing the embargo; neither on the face of things has Canada.

REDUCED RAILWAY FARES

Railway travellers and would-be travellers will be glad to learn that the Canadian railways are contemplating to return to the pre-war arrangement of special reduced rates for holiday travel. This is an obvious effort to increase revenues by inaugurating lower fares, because under the ruling of the Railway Commission, the higher rates now in force could be maintained. In view of the fact that the cost of running a train is just precisely the same whether there are twenty-five passengers on board or two hundred, it is obviously good business to attract as many passengers as possible; and from a business standpoint it would be more profitable to carry a hundred passengers at 50 cents than twenty-five at $1. Many more people would travel than do travel if only the railway fares were not so high, and this is particularly the case at holiday times. To many people there is something alluring in the idea of a cut in prices, no matter how little it may be in point of fact. Where an ordinary return fare of, say $5, would not cause very much additional traffic at holiday time, a reduction to $3.50 would probably bring large numbers; not so much because there is a saving of $1.50, but simply because there is a "cheap fare."

This principle does not only apply to railway fares, but to everything else. When the price of an article or commodity, or the cost of a service reaches a level where it discourages consumption or demand, then the process of raising that price defeats its own purpose. Merchants have found this out to their cost. The problem faced by labor is fundamentally much the same. In making demands for increased wages the men and their leaders evidently did not consider—and it is to be doubted whether the Conciliation Board did either—the relation of labor cost to the finished product and the market therefor. Consequently the situation which developed in regard to many products was that increasing costs raised prices and reduced consumption and unemployment naturally followed. Labor leaders must consider the problem of the wage factor in relation to producing goods at a cost where consumption will be increased and the unemployment problem solved.

CARRYING FIREARMS

The London Free Press considers the amendments to the Criminal Code which now call for a permit to own firearms, other than shot guns owned prior to October 16th, 1920, to be "a harsh law." We must disagree entirely with our London contemporary, and we believe further that shot guns should be included. Wherein lies the hardship? Any reputable citizen can easily get a permit; those that are not reputable should not be allowed to carry firearms at all.

But why only a permit? Why not a license for which a fee should be paid? The country needs revenue in the worst possible way, and a considerable sum could be raised by requiring a fee of say $1 for the right to carry firearms. No one uses them except for pleasure, therefore they are luxuries, which can be done without. It is a fact of course that for years there has been a law requiring permits to carry revolvers, but no one ever thinks of getting a permit because he knows he'll never be asked for it. If there was only one-tenth as much energy exhibited by the representatives of the law in hunting down those illegally in possession of revolvers as there is in nosing out a long-neck of gin, we might expect some results; but a thug with a revolver on his hip is passed by, while an innocent man with a flask of whiskey is at once taken in charge. If every one alike were compelled to procure a license before being allowed to carry firearms of any description there would be less likelihood of the many shooting accidents one hears of so continually.

PIPES FOR WOMEN?

There is a good deal of talk about women taking up the smoking of pipes. Of course they have smoked pipes in other times, and it has been noted by travellers that ladies past the age of seventy-five smoke pipes gracefully. The recent talk, however, is of modern young women and brier, rather than clay, pipes. We can tell any young woman who contemplates abandoning the cigarette for the pipe that there is a great deal of buncombe about pipes and the comfort that is supposed to result from their smoking. In the first place, a pipe burns the tongue of a novice, and a new pipe often burns the tongue of a veteran. A pipe is an instrument of torture to its owner until it has been smoked half a dozen times. Nobody smoking a pipe is permitted to sit in a restaurant or any other properly conducted place where the feelings of sensitive persons are considered. A pipe is supposed to emit a delightful odor, and it does—but to the smoker only. Other persons are repelled. Ninety per cent. of the nonsense spoken and written about the pleasure of smoking a pipe comes from young men who strike a pose. They are always talking and writing about their pipes. Rarely does the devotee of the cigar or the cigarette bore other persons with the details of his tobacco habit. There are thousands, millions, of men who really enjoy smoking a pipe. Most of them have been at it for years. But nobody who has tried smoking in all its forms pretends that a pipe is as luxurious and aromatic as a cigar or as clean, inoffensive and harmless as a cigarette. The ladies would do well to wait until they are seventy-five before taking up the pipe.

A dead millionaire's obituary is worth about as much to him as his money.

WHAT OTHERS SAY

A Modifying Factor.

Rev. Ben Spence, of Toronto, who is somewhat of a clerical incendiary, says the Quebec liquor control bill is rotten. The description is not elegant, but the observation should be considered as qualified by the fact that Mr. Spence never was known to admit that any good thing could come out of Quebec.—Victoria Colonist.

Fergy's Valentine.

Cartoonist Sam Hunter excelled himself in depicting the love missive received by Premier Drury, which runs thus: "Oh, Ernie dear, say, listen here—my valentine abide. I do not seek your hand or heart. I only Crave your HIDE." Ernie (mournfully)—"I know the smart Aleck that done that." And so did "little Fergy."—Hamilton Spectator.

Well Off.

Senator Robertson, Minister of Labor, says that from October to January, there were about 138,000 persons out of employment in Canada. In the United States, there were three millions. If we had had as severe an unemployment situation, three times as many Canadians would have been idle.—Toronto Mail and Empire.

The Youngsters Who Read.

Dr. Locke, Toronto's librarian, says the best-read boys and girls in Toronto live in "The Ward," Toronto's foreign settlement. This zest for knowledge of the children of the foreign-born is a matter of common observation in Western Canada. The native-born will have to look to their laurels.—Calgary Herald.

Farmer Finance.

The legislative correspondent of The Farmer's Sun gives some disquieting particulars in regard to the Drury Government's financing and describes the situation as serious. The Sun says that since November 13, 1919, when the Drury Government came into power, loans aggregating $66,050,000 have been floated. The Sun describes this figure as "startling," and adds, "still more startling is the statement of terms on which the loans were floated." Outside of a Dominion Housing Act loan of $4,250,000, which carried five per cent. interest, none of the loans bear less than 5 1-2 per cent., and some bear over six per cent. There were 10 loans in all aside from that of the Dominion Government, and only half of these were placed above par, the highest price being a shade over 104 1-2 for $5,000,000 carrying six per cent., the actual rate of interest in that case working out at 5.21 per cent. A loan of $10,000,000 extending over 20 years, carrying six per cent., was placed at a shade above 96 3-4, making the interest rate 6.28 per cent. Another loan of $16,000,000 for 15 years, at six per cent., was placed at 92 1-3, making the actual interest charge 6.81 per cent.

The Sun says:

"When the great Province of Ontario, which proudly boasted 20 odd years ago that it had no debt, has to issue 15 and 20 year bonds at six per cent., and cannot get par for them at that, the situation is indeed serious."—London Free Press.

A BIT OF VERSE

PROGRESS.

We're builders of a better world, we
are working for a plan
That seeks to make this good old earth
a happy place for man;
And though we blunder on the way,
and though the road seems long,
We've driven much of care away and
made more time for song.

The world is better than it was ten
thousand years ago,
Though in the way we reckon time,
men count that progress slow;
Yet there have stretched a million
years when little joy was known,
And even human hearts, it seemed,
were like the flint and stone.

Out of the darkness men have groped
and sought to reach the light,
Ages of wrong have come and gone
before the birth of right,
And in some vague and distant way
all men have tried to see
A vision of a better world and serve
that world-to-be.

We're builders of a better world.
Though brief our time and span,
There shall be more of happiness than
when our age began,
And though we cannot see it now,
when all is understood,
We shall leave less of wrong behind
and more of what is good.

THE LAUGH LINE

Resolute Virtue.

Old Man—Yes, sir, I've smoked for twenty-nine years and then all of a sudden I quit.

Young Man—What brought about the change after so many years?

Old Man—Went to work in a gasoline plant.

Nothing Fancy.

There came into a church a man who informed the sexton that he wished to be married on a certain day.

The sexton inquired the man's name, and it was given him.

Then he said: "And your fiance?"

The man shook his head.

"We are not going to have any of that," he replied, "it will only be a quiet affair."

Queer Trade.

"Yes, my friends," said the lecturer, "in China human life is considered of very little value. Indeed, if a wealthy Chinaman is condemned to death he can easily hire another man to die for him. In fact, many poor fellows get their living by acting as substitutes."

A Narrow Squeak.

Two gentlemen riding on a train were both very much intoxicated.

First Gent: What time is it?

Second Gent (after extracting a matchbox from his pocket with much exertion and gazing at it intently): Thursday.

First Gent: Great Scott! I've got to get off here.

It's all right for selfish people to indulge in self-admiration; otherwise, they wouldn't get any kind.

Benny's Note Book

BY LEE PAGE

I was setting on our frunt steps Sunday afternoon waiting for something to happin and thinking of diffrent things that mite, and all of a suddin Mary Watkins came out of her house all dressed up looking grate and started to wawk up the street with her hands in her muff, me thinking, Gosh, G.

And as soon as she got erround the corner I quick got up and wawked after her like a persin catching up to her by axsident, saying, O Hello Mary, wats you doing, taking a wawk?

Yes, sed Mary Watkins.

Wich she kepp on doing, and I started to wawk alongside of her and tried to think of something elts to say without being able to think of enything exsept the same thing, wich I sed it, saying, Taking a wawk?

Yes, sed Mary Watkins.

And we kepp on wawking alongside of each other with neither of us saying enything, wich I tried to think of something elts and couldent, thinking, G, she's acting dum today.

And we wawked about 3 more blocks without eny conversation happening, me thinking, Heck, this is fearse.

Wich it was, and we wawked about 2 more blocks without eny happening, and I sed, O I jest remember something, Excuse me. And I quick terned erround and started to wawk back quick like somebody remembering something, feeling better than wen I was wawking with her on account of not having to think of enything to say.

And I went back and sat on our frunt steps agen and kepp on waiting for something to happin.

Proving it takes at leest one to make a conversation.

New Experiment In The St. Lawrence Trade

Montreal, Mar. 4—A sharp contrast is noted this season in shipping prospects which are extremely good in the passenger world and very gloomy in freight. Interest is being taken locally in an experiment which the C. P. O. S. will carry out in the late summer in this connection.

The proposal is to run the two Empress liners practically without freight or with very little. A two-day turn round is all that is allowed the Empress of Britain and the Empress of France during six voyages.

Both liners have proved themselves to be very fast, but commencing on July 8 they will leave to race every voyage until the third week in September. To keep up to schedule every hour will be precious. Starting with the Empress of Britain, she arrives at Quebec July 28 and is scheduled to leave July 30.

The Empress of France arrived at Quebec August 11 and leaves August 13 and the two day margin stands thus for the four voyages following, up to September 24.

The Empress of France which has been laid off for some time, will be back in the Atlantic again March 11 on her first run to St. John, N. B.

START ST. JOHN BOAT.

Eastport, Me., Mar. 6.—Superintendent Albert H. Leavitt, of Eastern Steamship Corporation, is in Boston, and it is expected the exact date for the coming on of the company's large steamers on the Boston-St. John, N. B., route will soon be announced and the first trip made to Eastport after several months.

Beauty Hints
By Louise Glaum

That beautiful actress, Louise Glaum, says: "A girl or woman who is passed by without a glance of admiration has only herself to blame. No matter how irregular the features anybody who possesses a beautiful complexion will attract attention anywhere. It is now possible through the use of Derwillo for anyone to have a beautiful rosy-white complexion." If you would have a beautiful skin, soft, smooth, and velvety, just follow Miss Glaum's advice. You can get Derwillo from the toilet counter of any up-to-date drug or department store. It is famous for the instant results it gives. Put it on one side of your face and compare it with the other, you will need no further argument to convince you that it is away ahead of face powder or other beautifiers. Be sure to read large article by Miss Glaum on the care of the skin soon to appear in this paper In the meantime get Derwillo and try it today, you will be astonished at the quick results it gives. For sale by Ross Drug Co., and Wasson's Drug store.

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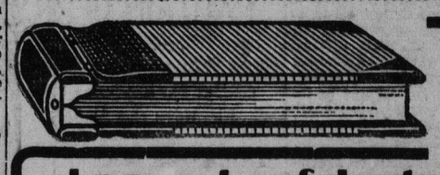

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