

The Evening Times-Star

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SAINT JOHN, N. B., SEPT. 19, 1925.

GENTLEMEN, WHAT'S THE GOOD WORD?

(The following editorial is reproduced from this morning's Telegraph-Journal.)

Saint John at the first of the coming week is to greet two most distinguished visitors, the Right Hon. W. L. Mackenzie King, Premier of Canada, and the Right Hon. Arthur Meighen, Conservative leader, and former Premier. The Prime Minister will be heard first, on Monday, and Hon. Mr. Meighen on Tuesday. Both will be warmly welcomed. They will speak to great audiences, and what they say will reach many thousands more through the press.

Each of these distinguished gentlemen is asking that the people entrust his party with the administration of the affairs of this country during the next four or five years. It is an election in which the Maritime Provinces feel something more than the customary partisan interest, for in these provinces there is a deep-seated and general conviction that they have not shared equally with other provinces in the benefits flowing from Confederation. There is a conviction, also, that the Maritimes, in addition to suffering from the business depression following the war and attending the long period of reconstruction, have suffered likewise from broken promises and pledges given in the past by both the old political parties.

Naturally, then, the people hereabouts are asking what the future holds for them. They are rightly so impressed, greatly by generalities, just as they are certain to resent evasion. Courteously but insistently they are asking Hon. Mr. King and Hon. Mr. Meighen for plain and explicit deliverances on many questions. Some of these may fairly be presented here, not with any intention to set the stage for our distinguished visitors, or to "quer the pitch" for them, but solely with the hope that it may be understood that these issues deeply interest the public and that it is expecting clear-cut pronouncements upon them.

There is the question of Canadian ports as opposed to alien ports. The Maritimes contributed heavily toward the construction, as they have contributed heavily toward the maintenance, of the great railways built to reach and develop the West. Upon the explicit understanding that they would carry Canadian traffic over Canadian territory to and from Canadian ports, including the always open ports of these Atlantic Provinces. Repeatedly, and notably on the eve of the 1911 election, our people had from the then leaders of both the old parties definite pledges about the development and utilization of these seaports of ours—pledges which have not been redeemed.

The people of the Maritimes are asking whether it is the intention of either party, or of both, to continue, for example, the use of Portland Bay to the detriment of Canadian ports; and they are asking, likewise, what both parties propose to do in the matter of the diversion of a vast volume of export traffic of Canadian origin through other American ports, notably New York by way of Buffalo. Are our ports to be equipped and used? When and how?

Allied with this great national problem is the question of C. N. R. development at the port of Saint John. The money invested in Courtenay Bay by the Dominion, except for the benefits arising from the construction of the great dry dock, has been with little value because the projected piers and other terminal facilities necessary for the C. N. R. in that area have not been built. It is realized that much new construction was held up necessarily during the war period, but that time is long past, and recently Sir Henry Thornton said that he "again" had recommended, or urged, that the Department of Public Works begin construction work upon the Courtenay Bay piers.

This should not be any mere passing campaign issue. With respect to the use of Canadian ports there should be continuity of policy at Ottawa, no matter which party rules there. If Mr. King's party is successful, or if Mr. Meighen's party wins the day, what is to be done at Courtenay Bay? Do these leaders propose to commit Parliament to the expenditure necessary, not only to start the building of these terminals, but to complete them with all reasonable speed, and to insist upon their utilization? And do they propose that the Transcontinental shall be made to do the work which it is capable of doing because of its favorable mileage, its low grades and easy curves? How do they propose to unlock and make fruitful that investment of \$170,000,000 which has been so little utilized?

What do they propose to do about the Valley Railway? It was built by this province on the understanding that it would be so employed in connection with the C. N. R. that New

Brunswick would be relieved of its cost. Yearly New Brunswickers pay out \$250,000 or more in interest charges, over and above their proportion of the receipts from this railway. When the Dominion took over the Grand Trunk Pacific and other lines the Western Provinces were relieved of the bond issues for which they became responsible at the time of construction. The Maritimes paid their share of the building cost of those railways. They paid their share of the relief thus given the West. They pay their share of the recurring deficits—a share equal yearly to the \$5,000,000 or more which the Valley Railway cost. Repeated efforts have been made at Ottawa by New Brunswick to have the Valley Railway incorporated in the C. N. R. system. Where do Hon. Mr. King and Hon. Mr. Meighen stand as to that?

The Maritime Provinces need, and have room for, a great number of suitable immigrants. Since the early nineties—say for thirty years—these provinces have contributed heavily to the total Dominion expenditure on immigration, but, as compared with the West, they have received virtually no direct return. This is another instance in which they have paid—and paid heavily—for something they have not received. What does the Prime Minister say as to that? What does Hon. Mr. Meighen propose in relation to it?

There is the tariff. The Maritimes realize that some tariff taxation is still a necessity in the Dominion. They have no desire to disorganize or to wreck the manufacturing industries of Canada, and they believe in building up Canadian enterprises and keeping our money at home so far as that is reasonably practicable. But they are asking what kind of tariff the leaders propose—how much higher or how much lower—and they are convinced that tariff proposals in this campaign might well be more definite than those which have thus far been made public. They feel that if the Maritimes are to bear their share of the protection which is of more direct benefit to the industries of the Central Provinces than it can possibly be to this territory, there should be some form of balancing the account, in order that the Maritimes may enjoy a nearer approach to that equality of opportunity which is due them as partners in Confederation.

In connection with the tariff and taxation there is, in passing, a matter in which the Maritimes have been suffering both injustice and discrimination. While certain canned vegetables and fruits, produced mainly in the Upper Provinces, have been relieved from the sales tax on the ground that they are foods, canned fish and lobsters prepared in the Maritimes are still subject to the sales tax, although these products are foods, and their price suffers directly into the general cost of living. Repeated efforts to have this discrimination removed have failed up to date. The remedy is simple. Will Hon. Mr. King apply it? Will Hon. Mr. Meighen?

The Maritime Provinces are deeply interested in the question of freight rates, and in the solution of the railway problem. The Chairman of the Railway Commission has proclaimed the principle that trade, business, the interchange of products, must not be strangled by transportation costs, and he has said that, nevertheless, the railways must be enabled to earn a living. He has suggested that if, in order to relieve business from its handicap in the matter of rates, it becomes necessary to introduce schedules which the railways find unprofitable, it may be necessary to supplement their revenues in some fashion beyond the present powers of the Railway Commission. How is that to be done? Are the Maritimes to receive concessions in the matter of rates on a par with those given the West? How do Mr. King and Mr. Meighen propose, further, to continue competition between the two great railway systems of Canada without incurring the present tremendous deficits in connection with the C. N. R., or, on the other hand, threatening the destruction of the C. P. R., one of the greatest, and certainly the most successful, of all Canadian enterprises.

These are some, though by no means all, of the questions on which the people of this constituency, and we believe of the Maritimes generally, are seeking definite enlightenment. Therefore these questions are courteously submitted to a demanding clear and definite treatment at the hands of the distinguished party leaders; and it may be suggested in connection with them, without any intention to give offence, that it is in the public interest, and in the interest of both parties as well, that they be met with frankness and with clarity.

Sometimes—too often—political leaders receive from partisan followers, and advisers wholly misleading impressions as to the temper of the people and as to the political situation existing in one part of the country or another. It

may have been represented to both leaders that the disturbance of opinion, the anxiety, the determination to bring about an improvement in conditions, which have been manifest in the Maritime Provinces of late, spring from only a temporary feeling, a passing phase, which will either disappear in the heat generated by a general election, or which can be conjured out of existence by vague promises, by campaign gestures, or by fatherly admonition.

To accept that view would be to fall into a deep pit of error. The Maritimes are no less resolute and self-reliant than are the people in any part of Canada. They have faith in their own qualities and resources, and they are good Canadians.

They are not asking for charity at the hands of other provinces which are politically more powerful. They believe their prosperity is essential to the permanence and expansion of a well-rounded and successful Dominion. They believe profoundly that hitherto in the matter of the chief federal activities, they have suffered injustice at the hands of both political parties and, in some measure, at the hands of the Central Provinces. They are prepared to give as well as to take. They fully realize the necessity for helping themselves, but they are determined, regardless of partisan politics, to win a more just and a more generous share in the future in those benefits which flow from federal policies and federal activities.

Today, in preparing to welcome Hon. Mr. King and Hon. Mr. Meighen, they look forward expectantly to instruction and enlightenment on the matters here brought under review. "Gentlemen," they are saying, "what's the good word?"

Odds and Ends

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

The Wild Horses of Fundy

(W. D. Gough in Ottawa Citizen.) Shake your dripping manes again. And race beneath the stars; Tomorrow men will saddle you. From Druggery and wars.

Gallops and neigh and prance again, And toss your flaming feet; Tomorrow men will harness you To reap and grind their wheat.

As men go up and down the earth There's naught they leave untamed; Plunge through the foaming fides tonight— Tomorrow you'll be shamed.

O gray old horses of Fundy, That madcap terror rode; Tomorrow, wild hearts, tomorrow Your flanks shall feel the goad.

Broken to shaft and to bridle, Guided by eye and rein, Subdued, you shall draw and follow, Follow and draw again.

Whining, tonight, in the starlight With the freedom that departs; Tomorrow the trace will tame you And men will break your hearts.

On Hitting The Ball

(Boston Transcript.) Many had galling shots, says Willie Macfarlane, are due to "misdirected concentration." It is a notable phrase. The golfer, Macfarlane explains, may be thinking hardly enough and keenly



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enough after he has taken his stance, but he is thinking about the wrong thing. His mind is concentrated on avoiding a hook or a slice, and not on hitting the ball.

To work and players in every game and concern there is a helpful suggestion here. Concentration is a thing so obviously desirable that most of us spend a goodly share of our energy in worrying over the question whether or not we possess it, and if so, whether we are duly developing it from day to day. The true fact probably is that the capacity of concentration is very widely and readily present in all human beings who have had any training and discipline worthy the name. The real test is a man's ability to direct his concentrative strength toward the most fruitful end. Let more attention be paid to clear choice of the object upon which concentration shall be trained, and less thought be given to the development of "concentration" in and of itself. The results, for all of us, will move speedily closer to par.

Golf For 17 1/2 Miles

(Winnipeg Free Press.) A remarkable golfing feat has been accomplished near Winnipeg. Hugh Fletcher, the professional of a local golf club, teed off in front of a newspaper office and proceeded to play through city streets, out into the country, over gravel roads and across pastures and ploughed fields in the direction of the 18th hole of the Winnipeg Golf Club's course.

Walking 17 1/2 miles, he reached this goal in seven and a half hours, with 268 strokes to his credit, which was substantially below the lowest estimate made of his probable score. He encountered every possible kind of shot, and strange to relate, finished with the same ball as he started with.

Reps From The Press

Sauce for the goose as well as sauce for the gander—applaud—Pittsburgh Gazette-Times.

What is one person's junk is another person's antiquities.—Waterville News.

Society—That great stuff you catch glimpses of between the bill-boards—Atlantic City Daily Press.

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"Yes, but you should see her sometimes when I refuse to."

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IN LIGHTER VEIN.

Reported From London.

Mrs. Igina (to visitor)—"And so Emma's a mannikin, is she? Trust 'er to go 'in for something with a man in it."

All At Sea.

Mr. Dopey (as they spread along)—"I say, what's the name of this ship?"

Miss Dumbell—"Don't ask me, I'm not even sure of the ocean."

About Skepticism.

Brown—"I'm a good deal of a skeptic."

Black—"Well, skepticism is dead easy. All a man has to do is to refuse to believe whatever he cannot comprehend; and the bigger fool he is the greater skeptic he becomes."

A Bit Mixed.

A vergar at Westminster Abbey was escorting a party of sightseers round the famous edifice. "Here," he said at

one place, "is the tomb of Addison."

The usual interval of impressed silence was broken by a husky voice from the rear, "Is that the man as invented the gramophone?"

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