

The Evening Times-Star

The Evening Times-Star printed at 25-27 Canterbury street every evening (Sunday excepted) by New Brunswick Publishing Co., Ltd., J. D. McKenna, President.

Telephone—Private branch exchange connecting all departments. Main 2417; Subscription Price—By mail per year, in Canada, \$5.00; United States, \$6.00; by carrier per year, \$4.00.

The Evening Times-Star has the largest circulation of any evening paper in the Maritime Provinces.

Advertising Representatives—New York, Ingraham-Powers, Inc., 350 Madison Ave.; Chicago, Ingraham-Powers, Inc., 19 South La Salle Street.

The Audit Bureau of Circulation audits the circulation of The Evening Times-Star.

SAINT JOHN, N. B., APRIL 6, 1926.

THE MONCTON HEARING—MUCH AT STAKE

The hearing on Maritime freight rates beginning at Moncton today before the Board of Railway Commissioners for Canada is likely to have far-reaching consequences. The issues involved for transshipment any more traffic technicalities. They embrace matters of the most vital concern to the Maritimes, and upon the deliberations and judgment of Chief Commissioner McKenna and his associates depend results which will very directly affect Maritime prosperity and contentment.

It is an odd coincidence, and perhaps a happy one, that it was at a meeting of Maritime men at Moncton that this movement for transportation justice was originally set on foot, and that now in the same setting the Railway Commission is to hear the case prepared by the three Maritime Provinces, whose Governments united in engaging a traffic expert to assist in the preparation of the evidence, to which leading Maritime business men have given so much attention.

The Railway Commission is already engaged upon a special investigation of the diversion of Canadian traffic to American channels—an issue which closely concerns our provinces.

The federal Government, in addition to giving this mandate to the Railway Board, has made known its intention to appoint a Royal Commission, said to be headed by Sir Andrew Rae Duncan, to inquire into the claims of Maritime that they have suffered unjustly as partners in Confederation. Both the Railway Board and the Royal Commission have large powers, and the Government has indicated very clearly that both tribunals are not going to put content with an exploration of the questions within their survey, but are to find and apply just and appropriate remedies such as may be warranted by the facts, by the principles of fair play and by the national interest.

The inquiry beginning today regarding Maritime freight rates stands by itself, and in addition to it and aside from the other inquiries, yet in essence it is related to them, because all three investigations bear closely upon Maritime prospects and the consideration that these provinces, whereas live and breathe a million Canadians, shall have with respect to federal policies and enterprises, complete equality of opportunity as compared with Canadians resident to the west of us.

These people in New Brunswick have given attention in recent months to transportation questions, who know that the Railway Board is engaged in dealing with the whole question of equalization of freight rates, and that at this time certain fundamental principles laid down by Chief Commissioner McKenna in his judgment in relation to western rates on export grain and flour, in the course of which he said, in effect, that transportation is one thing made for the country, and not the country for transportation; that more than a technical rate structure must be weighed and measured; that the products of the whole country should be advantageously exchanged; that even should it be necessary to consider rates insufficient to give the railways a fair living, then the public interest demanded that means be evolved to supplement railway revenue from other sources.

New Brunswickers who examined the judgment which was rendered to interpret it as meaning that the Board of Railway Commissioners, looking at the transportation question in the large, recognized that any treatment of it by them would be fruitless unless relief were accorded through which the various provinces would be placed substantially on an even footing with respect to the advantages or disadvantages attending railway carriage.

We have referred on more than one occasion in these columns to a significant sentence in the Chief Commissioner's analysis of the situation, in which he said in substance that while justice to the railways or to railway users in whatever capacity, must be avoided, nevertheless the Board must not content itself with an impasse. He evidently meant that the Board proposed to take the Government's mandate at its face value, cut away the entanglements surrounding the whole problem, and take such action as is demanded by the common good.

As to the various angles of the case from which the Maritime Rates Committee has approached it, it is not necessary to speak; but the principles involved, and their bearing upon the future of the provinces are intensely interesting, and any consideration of them inclines one to think that that which is to be done in Moncton will not soon be forgotten.

While the Maritimes at large are deeply interested in this inquiry, it is worthy of note that Moncton itself, the second city in New Brunswick, is most vitally concerned. Railway justice and an expanding prosperity in these provinces would be likely to give Moncton another period of rapid growth such as it enjoyed some years ago, for it is a most important railway centre, and increasing traffic together with other adjustments would mean employment for a great many more railway men of all classes. The extension of employment must have a most stimulating effect upon all of Moncton's other activities.

After the Maritimes have learned the result of the Moncton inquiry—that is, after the Railway Commission has heard the case, has deliberated upon it, and made known its judgment—they will have a much clearer conception of what the future holds for them. This may be the first of a series of pronouncements and achievements which will set for us a new pace of progress and give us a new measure of contentment.

"OLD GINKS" AND "YOUNG CUBS"

Give ear to some statesmanlike utterances by Mr. R. L. Baker, Conservative M. P. for Northeast Toronto, who has been considering the Hon. Mr. Dunning and the exuberant West in general. Says he, "I don't see how the men from Quebec can stand a fellow like Dunning and the young cubs of farmers dictating a policy for Canada. I think they'll explode. We old ginks aren't going to listen to young cubs tell us where to get off at."

Mr. Baker, who belongs to a certain school who believe that the centre of the British Empire is at the corner of King and Yonge streets, tells all and sundry that this country is being strangled by the selfish wheat growers out on the prairie. That is his side of it, and he serves notice that he and certain other "old ginks," to employ his colorful phrase, are not going to put up with it.

There is another side which Mr. Baker and the "gink" circle he adorns will presently have forced upon their attention. This is the western view of the matter. It is the view that this country is going to be run, the West will say—and in fact is already saying—that what this country wants most is a Dominion tariff instead of a tariff made for certain interests in Toronto and Montreal. Before Mr. Baker and others of his ilk beat the warpath too violently they might do well to consider how many people there are in this country, East and West, who are not only willing but anxious to take the yoke of the Dominion. There is an army not only of "young cubs" but of fairly well grown bears which will have to encounter in the long run unless they greatly modify their demands, there are a million people east of the Quebec line whose economic interests are very similar to those of most of Quebec's population outside its industrial centres. There are two or three million more people west of Ontario whose interests are well high identical with those of the Maritimes.

A western Premier very recently asserted that the people in his territory were being sacrificed upon the altar of Montreal and Toronto selfishness. That note has been heard in Parliament. A great Toronto newspaper, only a day or two ago, carried on its editorial page an article warning the Central Provinces in plain language that "with the Maritimes and the West have paid most of the price of Confederation, and Ontario and Quebec have reaped the lion's share of its profits."

The writer told of certain interests in Montreal and Toronto that the other parts of the country had an economic and fiscal grievance which could be removed only by economic and fiscal changes, and that whether the Central Provinces liked or disliked these changes, they would have to swallow them; that if they swallowed them voluntarily, as a matter of good Canadianism, so much the better for Confederation, and, in the end, for themselves; that if they would not take the medicine willingly, they would have to take it unwillingly.

Self styled "old ginks" like Mr. Baker would do well to weigh such counsel, much as it may irritate and annoy them, upon first examination. Things are moving in Canada, and the Bakers undoubtedly have some surprises in store for them.

Prosecuting counsel asked the witness: "Where were you between 10 and 10:30 on the morning of August 9th?"

"I object," protested counsel for the defense.

"Let him ask me," the witness said excitedly.

The relevancy of the question was argued and finally dropped; but not by the prosecuting counsel. He soon got back to the debated question of the defence again objected. Again the witness cried, "Let him ask me! Let him ask me!"

The third time the question arose, the judge stepped into the breach and ruled that it was material.

"Where were you between 10 and 10:30 on the morning of August 9th?" asked counsel.

"I don't remember," said the witness.

ONE day about noon Jones called up a friend and said:

"I understand that Brown was at your house last night and not in A-1 condition."

"He was heard right," admitted the friend. "He was here, and very much intoxicated."

"Terrible, terrible!" ejaculated Jones. "By the way, was I there, too?"

"BUFFALO BILL" was entertaining a shooting party at his ranch at one time. Among the guests was a French count, and when the day's sport ended Bill went up to him and asked how he had made out.

"Oh, my boys, I've none," said the count. "Zey are more difficult. But of so wild cows and calves, I've nine over ze hill."

Other Views

WHO PAYS THE COST? (Ottawa Journal)

Much as we may desire to obtain Alberta coal in Ontario, and much as it may be in the national interests to develop the Canadian coal fields, there is no reason why the Canadian National railways should be asked to bear any portion of the expense. If there is, any provincial or national advantage, apart from what the traffic itself can stand, then the cost should come out of the provincial and federal treasuries.

HELPING THE LAND

(Winnipeg Tribune)

It is not because we have a rigorous winter, with intense frosts, that we have any cause to envy the countries to the south of us. Across the border there are also many difficulties to contend with; if it is not the cold, it is the heat or droughts. Let us take advantage of our cold winters, let us learn to profit by them. If we adopt the rotation of crops, which permits us to do our work early in the autumn (and the earlier we do it the lighter it will be), it will have a great influence on the degree of humidity and cleanliness of the soil.

FAIR PLAY FOR THE PEDESTRIAN

(Brooklyn Eagle)

Stricter enforcement of traffic regulations is to be desired, beyond all doubt. But the concentration of "education" upon the pedestrian would seem to be misplaced. He was here before the motor car and it is only fair that the deluge of automobility regulation and advice should be poured upon the motorist as well as the man in the street. Careful driving cuts down the element of risk to the minimum. The motorist should not be allowed to forget that street crossings belong to the two-legged machine as well as the four-wheeled power plant. And from the statistic, compiled it would appear that "education" is needed for the drivers as well as the walkers.

Just Fun

WHEN you are down in the mouth remember Jonah. He came out all right.

MAIDEN LADY (to druggist): Your cold cream does good for wrinkles.

Druggist: Madam, it would take the wrinkles out of corrugated iron.

SUSIE PUNKINTON—Oh, paw! That rich summer boarder writes that he loves the very ground I walk on.

Henry Punkinton—Does, eh? Well, s'pose you spend a day or two walkin' round on that right-acre swamp lot. Maybe I kin stick him for it.

HOW FAST CAN YOU SAY THIS? Betty Botter bought some butter, "But," she said, "this butter's bitter; if I put it in my batter it will make my batter bitter."

So she's bought a bit of better butter, and made her batter better.

Bought a bit of better butter.

"DO YOU think that beggar is really blind? Why, when I gave him a dime, he said, 'Thank you, pretty lady.'"

"He must have been."

STATISTICS show there is only one bathtub in France for every 800 persons. Now we know what they mean by French Dry Cleaning.

MR. BLANK (about a former employee who is now a competitor): "Why, he's a sharper, a thief and a liar, and I taught him all he knows."

A HOUSE-TO-HOUSE canvasser was met at the door by a woman of masculine build and severe countenance.

"Is the boss in?" asked the canvasser.

"No," she snapped; "the boss is out."

PLEASED.

"Taxi, sir?"

"Not for thanks for the compliment,"—Boston Transcript.

THINGS might be worse. Suppose the Sunday papers were published daily!

WHEN a subpoena, he doesn't know whether he is expected to testify or equal.

A GOOD KICK.

JUDGE (to convicted burglar): Have you anything to say before sentence is passed?

Burglar: The only thing I'm kicking about is being identified by a man that kept his head under the bedclothes the whole time!—Royal Magazine.

DINNER STORIES.

THERE was once a very young couple, just home from the happy sort of honeymoon that "Honey" and "Honey" had. "Honey," dearie, I see there is some asparagus ready for us."

To which "Honey" replied, coolly, "Dearie, dearie, it's heavenly. You shall pick it, and I will hold the ladder."

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WHO'S WHO IN THE NEWS.

GEORGE F. BAKER, ONE of the five richest men in the United States, George F. Baker, of New York, is now beginning his eighty-seventh year. He is a year younger than John D. Rockefeller.

Baker, dean of American bankers, is chairman of the board of the First National Bank of New York City. He is still active in the institution's affairs and plays golf regularly.

George Fisher Baker was born in Troy, N. Y., March 27, 1840. When he was eight his parents moved to Brooklyn and his father engaged in the shoe business in Maiden Lane, Manhattan.

At 16 he left school. At 28 he was a clerk in the New York state banking department at Albany at a salary of \$800 a year.

In the Civil war, in 1863, when Salmon P. Chase conceived the idea of selling bonds through the banks and a national banking system was evolved, Baker was given a position in one of these banks in New York. The details of his rise are largely lacking, because he rarely allows himself to be interviewed, and then only about impersonal matters.

In later years he has been a great giver. He has been president of the Metropolitan Opera House Association. He has made many gifts to the Metropolitan Museum. To the Red Cross he gave \$200,000 during the war. He has given a student dormitory and chemical observatory to Cornell; Baker field, the 30 acres for athletic purposes, to Columbia, and \$500,000 for the Graduate School of Business Administration of Harvard, which bears the name of the George F. Baker Foundation.

CORRECT this sentence: "For the eighth time the man failed to get his number and placed the receiver gently on the hook."

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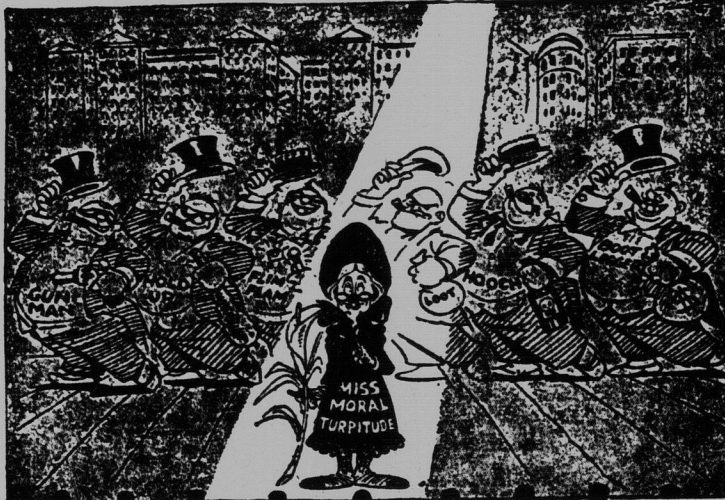
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British Banter



"For I am the Belle of New York. The subject of all the world's talk."

—From The Daily Express, London.

POEMS I LOVE

"TO CELIA," BY BEN JOHNSON.

"The perfect lyric" this well-known poem has been called. It is as fragrant today as in the hour when it was written. It would be impossible to weary of it. Repetition simply strengthens one's conviction that it contains all the elements of great poetry.

The Elizabethan flavor is in it, of course. The lover who haunted the Mermaid Tavern the fiery fellow who once killed a man, the witty play-wright and actor—it is all of these who helped to make this single song.

And send it back to me! Since when it grows, and smells, I swear, Not of itself, but thee.

people out of ten will sing it "in." But here it is as it should be re-told:

Drink to me only with thine eyes, And I will pledge with mine; Or leave a kiss but in the cup, And I'll not ask for wine.

The thirst that from the soul doth rise, Doth ask a drink divine: But might I Jove's nectar sup, I would not change for thine.

I sent thee late a rosy wreath, Not so much honoring thee; Not so much honoring thee, As giving it a hope that there It could not wither'd be. But thou thereon didst only breathe, And sent'st it back to me: Since when it grows, and smells, I swear, Not of itself, but thee.

THE MIDDLE WAY

MANY persons' ideals can be described by some lines of Lowell's (in Biglow Papers):

"I don't believe in a principle. But, oh! I'd do it in a trice."

One of us can be too sure we do not belong to this category. We are often told that we can build no super-structure without unstable principles. But Samuel Butler contended there are no such principles.

"If there be any," he said, "they are beyond our reach; we cannot fashion them; therefore, they have no existence."

There is one thing certain, namely, that we can have nothing certain; therefore it is not certain that we have nothing certain.

"We are as men who will insist on looking over the brim of a precipice, some few can gaze into the abyss below without losing their heads, but we go and pluck it together, fall."

"The only thing to do is to gaze on the chaos on which our thoughts are founded, recognize that it is a chaos and that, in the nature of things, no theoretically firm ground is even conceivable."

EVEN Euclid, it is observed, cannot lay a deniable principle. He requires postulates and axioms which transcend demonstration and without which he can do nothing. His super-structure is, demonstrably, difficult to find this out.

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Keep the Butter Sweet

SOLD BY ALL DEALERS

Made by Canadian Workmen of Canadian Clays With Canadian Coal.

The Very Idea!

By Hall Cushman

LIFE

JUST what are we striving for, here on this earth? Why is it we all love to live? Are things that we're getting, from day to day, worth as much as the things that we give?

Take selfishness, hatred and envy and such—what happiness comes from their lot? You know very well that they'll never bring you much of whatever the cheer that you've got.

But love and real friendship, and all things akin, keep spirit, that's bright, outstanding. Their part of our living lets real sunshine in—the thing that we'll have to better the world when we all understand that happiness lives as we make it.

After looking over a flock of youngsters' waists—now we know where all the buttons come from.

SEIZ THE WIFE: "I simply can't go—cause I haven't a thing to wear."

A man gives his wife money to buy decent clothes—and then she goes and invests in the latest styles.

NOW, HONEST