

# The Evening Times-Star

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## A NATIONAL QUESTION.

"A large part of the railway problem before the people of Canada to-day is: Shall we use our railways from the prairies to the sea for the purpose for which they were built, or, having incurred their cost, shall we allow our competitors to take the traffic and leave us with the railways and nothing to haul over them?"

This is a question asked by a Western student of railway matters writing in the Toronto Globe, and some of his observations are of no little interest to the people of the Maritime Provinces.

His question naturally suggests another: Is the Parliament of Canada content to assume that nothing effective can be done to recover for Canadian railways and Canadian ports the immense amount of Canadian traffic which is now handled by American transportation interests? When the question of railway rates is taken up presently in the House of Commons it surely will be necessary for earnest men of all parties to devote themselves to seeking some practical solution of this problem.

The Western writer points out that although Canada has three lines of railway from the prairies to the Atlantic ports of Canada, providing shorter routes than those given by the United States all-rail routes from the Canadian West to United States ports, 113,000,000 bushels of the Canadian wheat crop of 1922 were handled by the American carriers. One result was a tremendous loss in Canadian railway earnings and in railway and other employment in this country.

Quoting again this student of the railway problem: "The railway from Quebec to Winnipeg was built for the express purpose of securing to Canada the carriage of her own western grain on the long haul to the seaboard. No other similar length of line on the continent has equal advantages for the cheap haulage of heavy freight from both East and West."

Saying that this is a national, and not merely a western, question, he adds that while Canada's railway problem in 1897 was to secure the creation of traffic for her railways, "the problem of 1923 is to get her railways to carry the traffic that has been created, but which is being carried by our competitors, and on which we get neither cost nor profit." He contends that at the average of the last few years of the lake-and-rail route by way of Buffalo to New York is not one which the Canadian railways would not be justified in meeting, or in more than meeting, in order to stop the diversion of traffic.

Admittedly there are difficulties about all-Canadian transportation, but certainly the men in Parliament cannot afford to fold their hands resignedly and merely regard them as insuperable. The matter is in no sense political. Both Liberals and Conservatives are on record as stoutly favoring the handling of Canadian traffic by Canadian railways and Canadian ports, and the present situation is a challenge at once to their intelligence and their good faith.

## A BORDER INCIDENT.

The killing of the driver of an automobile in Aroostook County near the New Brunswick line by a Maine traffic officer is made the subject for most serious protest by the Portland Press-Herald. That newspaper points out that while the driver of the car was suspected of liquor smuggling, no evidence to support that suspicion was found, and that, in any case, mere suspicion cannot be held to justify shooting by policemen or employees of the State Highway Board. While the Portland newspaper agrees that strong measures are justified in preventing smuggling, it insists that those who use the highways are entitled to complete protection against injury unless they resist arrest or attack those who are enforcing the law. And it points out that there is no justification for summing innocent persons to risk of death or injury on the mere suspicion that they may be engaged in illegal traffic. It says:

"While driving an automobile in a reckless way, or at a speed which endangers the safety of others, is a most serious thing and should be stopped wherever possible, no traffic officer, whether he belongs to a police force or State or a municipality is justified in using a pistol in a way to endanger human life. It is far better to have a dozen reckless drivers and speeders than to have one man killed by an officer of the law or having an innocent passerby or traveler on the highway endangered by stray bullets. All police officers should be armed so that they may defend themselves and others from desperate characters, but no officer who does not know how to use it or who has not been instructed in the proper way to use it."

This protest is not in any sense for the purpose of defending the amazing

traffic, for the Press-Herald is a strong upholder of the prohibitory law. It contends that shooting must be regarded as justified only in extreme circumstances. "Maine people," it continues, "do not wish to have their highways made any more dangerous than they naturally are when they are crowded with motorists. Public opinion in this State does not uphold shooting at or near the cars driven by reckless persons or those who violate the speed laws. Trying to puncture the tires of a fast-moving automobile with revolver shots looks well on the motion picture screen, but it is not a thing to be attempted by anyone as a general practice. The officer who tries to do it is culpable and ought to be punished. A State having the reputation of having its highways guarded by officers too quick upon the trigger will never be a state that will be popular with automobilists or anyone else."

All of this, the Press-Herald explains, is said without the slightest intention of pre-judging the Aroostook case, the desire merely being to expound the accepted principle that the enforcement of traffic regulations in Maine does not call for any gunplay. The Press-Herald fears that such incidents will create "a most unfavorable impression of Maine, its police officers, and its laws relative to the regulations of traffic on its highways." That is important, to be sure. Still more important is to find out, as the courts soon will, what excuse, if any, there was for firing the shot which resulted in the death of the driver of the automobile in question.

## AN EXILES' LETTER.

The manager of an insurance company in Winnipeg has sent to the Press of that city this extract from a letter received from one of its policyholders in Los Angeles:

"Tell the folks in Winnipeg to stay under the British flag. Was over sixteen years in Canada without losing a day's work. I was here nearly nine months before I obtained a position and am only making half what I made when I left Canada."

Many such letters are received from time to time in New Brunswick. They serve to remind us that lack of employment is by no means confined to Canada. Canadians hear much of those who are successful after leaving home, but little is said concerning those—a very much greater number—who encounter disappointment. How many of the exiles from Canada might truthfully write a letter similar to that quoted here? Conditions in all countries change from time to time. It is often said, and with a great measure of truth, that those who succeed after leaving their native land, a very great proportion might have commanded equal success at home had they remained here and exhibited the same amount of industry and application that won advancement for them elsewhere. The great army of the disappointed ones we naturally hear little from.

Canada to-day needs policies which will help to keep our people at home and to recover more of those who have sought fortune elsewhere.

News of the unexpected death of Mr. C. O. Foss comes as a shock to a wide circle of friends in this province who respected his professional ability and valued his high character.

Dr. W. J. Mayo, the famous Rochester physician, says twelve years have been added to the average span of life in the last forty years. He does not regard the "speed" of modern life as a danger but as a benefit; he thinks the motor car has done much to prolong life by taking people into the open air, and he defends the short skirt as more healthful than the long ones of old.

Is Commissioner Harding really proposing that there should be a new fire chief every twelve months? If that idea were adopted there would be little hope for the department. The customary way is to get the best man available and retain him so long as he is fit for the job. At present heads of departments hold their positions during the pleasure of the Council, and that plan is good enough. Regard for the efficiency of the department must be the first consideration. A policy involving a change automatically every year would be an invitation to disorganization and inefficiency.

## Water on Run Row.

(Ottawa Citizen.)  
Run fleet crews must be very fastidious. It is reported from New York that a scarcity of water, more than any other factor right now, is being felt by the run fleet. One petty officer of the coastguard forces says that the commander of a liquor runner offered to trade whiskey for water, gallon for gallon. The run boat was forced to leave the run row to replenish its water supply. Few people imagined that run runners were so particular about washing themselves.

## Odds and Ends

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

### A Real Old-timer

(Toronto Globe.)  
Many of the men who first settled in British Columbia, and have aided in raising it from an empty wilderness to a province of many prosperous communities and several good-sized cities, are still living. Few countries in the world have had its wealth and promise for the future. Some of these old-timers have been talking to B. A. McKelvie of the Vancouver Province of the simple but hearty life of the seventies.

Noradays, when 20,000-ton steamers plow the waters of Vancouver Harbor, the automatic riveter sings his daily song on rising skyscrapers, and even the smaller places are troubled with traffic problems, it is instructive to look back to the days of the good ship "Sudden Jerk."

That was not her original name. The fact that the steamer was built by establishing one man's threshing engine on another man's saw gave rise to the name "Jerk," but the passengers, noting the far from smooth manner in which the ship started, invented the name "Sudden Jerk," and so it remained. At first there was no whistle, but some warning noise was needed, so a siren was rigged up. And there came a resemblance to the Mississippi ship celebrated by Mark Twain. The trouble was, says Captain Marchant, a surviving skipper of the old boat, "that when we blew the whistle it would use up all the steam, and the paddles would stop. Then when enough steam had been collected to go ahead with a jerk—oh, she'd start!"

It is well that precautions were taken. The owner of the threshing machine did not want to lose his property if disaster came, so it was chained to the deckhouse and a big buoy attached. If the leaks became too bad and the saw foundered, the machinery could then be pulled up. That is what happened, but the engine was saved, and perhaps by doing business in some pioneer settlement.

Another early settler, former Mayor John Hilbert of Nanaimo, remembers the day when the first train arrived at Port Moody on the Canadian Pacific in 1886. He went with the party from Vancouver Island to attend the celebration. They took the Nanaimo band along and paid them \$25 per tune. Nothing is said about encores. On the same day the visitors went to the Hastings mill, which had just installed electric light.

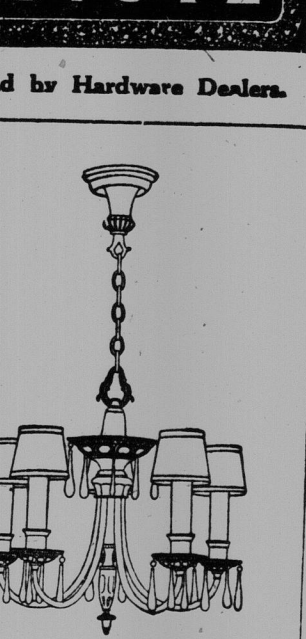
A province and a country which has citizens still in vigor and good health who saw these beginnings and compare present achievements should be a land of hope and courage, and that applies with truth to British Columbia.

### Speaking in Tune.

In a recent discussion New York of the question "Do Americans speak English?" Professor John Erskine of Columbia University claimed that even when they use the same words the Englishman and the American do not speak what he calls the same "tune." In our speech, according to Dr. Erskine, there is often a conflict between logic and tune.

According to this American critic, when an Englishman wishes to give the effect of a strong negative he emphasizes the positive element in the sentence. The Irish, who seem to the English illogical, emphasize the negative. "Is Mrs. Smith at home?" "She isn't," answered the English one. "To English ears," comments Dr. Erskine, "the Irish tune, in that case, sounds abrupt, and it says not a negative but a discourtesy. I fear we Americans shall always have some difficulty in understanding the English—not when they write, but when they speak; for many of the omissions mean to them friendly solicitude and the very tunes we are accustomed to."

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use to express superciliousness and contempt." Certainly there is a difference between the graduate of Oxford in full song, and the melodies produced by a native of little old New York, but we had no idea that it was so much a matter of taste.

### To Accommodate.

(Detroit Free Press.)  
The careless camper isn't penitence. He'd just as soon start a fire in virgin forest as in cut-over timber.

### The House By The Side Of The Road.

(Sam Walter Foss.)  
There are hermit souls that live withdrawn.  
In the place of their self-content;  
There are souls like stars, that dwell apart.  
In a fellowless firmament;  
There are pioneer souls that blaze their way.  
Where highways never ran  
But let me live by the side of the road.  
Or hurt the cynic's ban—  
Let me live in a house by the side of the road.  
Where the men who are good and the men who are bad  
As good and as bad as I.  
I would not sit in the scorners' seat  
Nor live in the cynic's ban—  
Let me live in a house by the side of the road.  
And be a friend to man.

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Let me live in a house by the side of the road.  
And be a friend to man.

Let me live in a house by the side of the road.  
Where the men who are good and the men who are bad  
As good and as bad as I.  
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## IN LIGHTER VEIN

The Wren's Post.  
Cop—"Here, how did you fall in that gutter?"  
Soupe—"I saw two lamp-posts, one on May 20 I guess I leaned on the wrong one."—Hamilton Royal Gaiety.

The Transformation.  
Trate Customer—"Here, look what you did!"  
Laundryman—"I can't see anything wrong with that lace!"  
Cop—"No, we keep here for this purpose!"—Pearson's Weekly.

What The Men Is For.  
City Boarder—"I suppose you hate all these chickens yourself?"  
Farmer—"No, we keep hens for their purpose!"—Pearson's Weekly.

Real Fire Insurance.  
"Is this a fire insurance office?"  
"Yes, sir; can we be of service to you?"  
"Perhaps you can. You see, my employer threatens to fire me next Saturday, and I'd like some protection!"—London Answers.

These Modern Flats.  
Humphreys—"How did you make out in your search for a flat?"  
Nicholson—"All right. Found one with 32 rooms and eight baths, secured a long lease, had the compartment walls removed, and we now have an apartment of four rooms that you can live in. Only trouble is, there are two bath tubs in every room, including the parlor."—London Answers.

Yarmouth Liberals Will Choose Two  
YARMOUTH, N. S., May 19.—A convention of