

The Evening Times-Star

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SAINT JOHN, N. B., JUNE 9, 1925.

THE WAR MEMORIAL.

Arrangements are now complete for the unveiling of the fine War Memorial in King Square to-morrow evening. The Memorial, since it was erected, has been examined by thousands of citizens, and they must have felt that they could congratulate the committee upon the selection. To some who have not been able fully to interpret the design, the description given by Alfred Howell, the sculptor, will be illuminating and will increase their appreciation of the work. At the time the design was submitted he explained that "the general scheme of the design is to symbolize the triumph of victory through sacrifice, and this is depicted by means of a winged bronze figure of Victory, holding in her right hand a globe and in her left a laurel wreath. Standing on a globe she thus suggests the universal victory for which the men died. The figure stands on a granite pedestal of simple dignity. The height from the ground to the top of the cross is about thirty-three feet, the figure itself being about nine feet in height. At the base of the pedestal, on a projecting plinth, is a bronze mourning figure standing heavily draped and resting her hands on a sword. At the feet of this figure is a soldier's helmet with a spray of laurel leaves, signifying glory. The draped figure represents the mourning nation.

The whole work will carry out the central idea, victory through sacrifice. There in the heart of the city, so long as Saint John endures, will stand, consecrated and typifying the mingled gratitude and sorrow of the people, this monument to those who gave up life for the great cause of humanity, a sacrifice beyond all praise and one forever setting a supreme example to this generation and all others to come.

WHY IS IT NOT USED?

The charge that the National Transcontinental is not being used for the purposes for which it was built, and that it is deliberately and fatally handicapped by high rates, particularly on wheat and cattle from the West, is sharply renewed by the Manitoba Free Press as a result of the recent debate in Parliament over a loan of \$5,000,000 to the Quebec Harbor Commission. This is a matter in which the Maritime Provinces are deeply interested. Moreover, as a revision of freight rates is soon to be undertaken, this question of the Transcontinental bears so directly upon the whole transportation situation, it may be expected that the necessity for the greater use of this railway will be one of the subjects which the Railway Commission will have to take up.

From the debate in Parliament the Free Press draws the inference that the Transcontinental has been paralyzed by high rates, for the extraordinary reason that if it were permitted to haul traffic at rates justified by its mileage and its grades the result would be a form of competition which other railways could not meet, and which would result in a disturbance of the whole economic situation in Canada. In other words, the remarkable contention is that this railway is so efficient as to become, if rightly utilized, a factor of danger and disturbance in national transportation. If it be true that the Transcontinental is being deliberately handicapped out of consideration for other railways, then surely it is time that Canadian statesmen should be grappling boldly with the question, in order to give the country the benefit of the lowest rates possible, even should it be necessary to give the C. P. R. running rights over the Transcontinental from Winnipeg to Montreal.

It was brought out in the discussion of the Quebec Harbor vote that in spite of the Transcontinental's low grades, its easy curves and its capacity for handling heavy trains at low cost, it does not get the traffic. Hon. Mr. Lapointe, in the course of the discussion, said that the railway had not been used in the way it should—that the rate is much too high so far as the port of Quebec is concerned. What is true of the port of Quebec would be true also of the port of Saint John. Rates are necessarily higher than they were when the Transcontinental was opened for service, yet the Minister of Justice is evidently satisfied that the existing rates cannot be justified, and evidently the facts support his view. In 1916, when the Government was directly responsible for the Transcontinental, a rate of six cents a bushel on grain was made from Armstrong to Quebec. Without sufficient explanation that rate was cancelled in a short time and a new rate of twenty-five cents was introduced—an extraordinary advance. This was subsequently reduced to 20.75 cents a bushel, the rate now obtaining. With the high rates the movement of

wheat to Quebec by the Transcontinental practically ceased, and cattle shipments fell off.

Hon. Mr. Lapointe, in the course of his speech, referred to a meeting of the Railway Commission in 1921, when the question of these rates was taken up by the Quebec Board of Trade. The then chairman of the Commission and Commissioner Rutherford virtually said at that time that the rates could not be lowered because if they were other railways would be ruined. Mr. Lapointe characterized some of the statements made on that occasion as extraordinary, and he justified that view by certain details which he quoted. He said: "I have here the evidence that was given at that time and the arguments advanced, and I find the extraordinary argument used by the then chief commissioner that apparently if the rates were reduced as conditions would justify their reduction it would mean ruin for the other railways and that this could not be done. I quote from the statement of the chief commissioner as reported at page 2755 of the record: 'I can hardly agree with that. If my conception of the National Transcontinental was right when it was started and when it was being built, I think freight can be transported over that line at a figure which would mean the absolute ruin of other railways in Canada. If not we were all wrong and we were not justified in building it.' And then Mr. Commissioner Rutherford, as reported at 2756, says: 'This is something that has to be dealt with in a very careful way. When we consider the elevator systems at Port William and Port Arthur, the tremendous machinery created for the movement of that grain crop to introduce a revolutionary method like the making of a special rate on any one road would mean disturbing the whole movement of grain, such a disturbance as would bring about economic disaster for the time being.' The whole purport of the discussion between the representatives of the Harbor Commission and the Board of Trade and the commissioners was to that effect. It was practically admitted that the rate was too high, but to reduce it would have meant, according to some of the arguments presented, disaster for the other roads.

Is it true that the rates which could be given over the Transcontinental are not given because of the danger to other railways? Is it true that if the rates which the Transcontinental's grades would justify were introduced an "economic disaster for the time being" would result? Is there such a thing in national transportation as a railway so well built as to be a danger to the 9,000,000 people who own it? The people of Canada built the Transcontinental in order to promote east and west transportation and to cheapen communication between the wheat country and the Atlantic seaboard. Surely the Government and the Railway Commission should be able to deal with this situation. Certain it would not be difficult to ascertain what rates over the Transcontinental are justifiable, what rates would pay, without regard at all to the fortunes of other railways. The country needs the low rates between East and West for many reasons, among them the natural desire to recover an immense amount of Canadian traffic which is now diverted to American railroads and ports.

Destructive competition between other railways is not desirable or wise, but if the Transcontinental is the sort of road indicated by the statements which Mr. Lapointe quotes, it might be made a common railway highway from East to West. It cost the people of this country \$170,000,000. It should not be beyond the combined wisdom of the Government and the Railway Commission to devise means whereby it can be employed so that the country will derive the greatest possible benefit from its operation.

The Premier of France is off in an airplane for Morocco this evening to judge for himself the military situation. Very much up-to-date is M. Painleve.

In one of his speeches Charles Dickson said: "I would rather have the affectionate regard of my fellow-men than I would have heaps and mines of gold." To-day is the fifty-fifth anniversary of the great writer's death.

The provincial election is to come some time within seven weeks, Hon. Dr. Veniot intimated to his supporters at yesterday's convention in Westmorland. Preparations for the contest are now going forward with great vigor on both sides. As it was known that an election must come before October all those interested have had plenty of notice, and the work of organization by both parties bids fair to be uncommonly thorough. Announcement of the date is to be expected very soon.

Waste of Time.

"I thought you were an experienced jazz player," said the orchestra leader. "I am," insisted the new member. "Then what are you tuning your instrument for?"

Odds and Ends

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

"Locker Room Ballads"

The joys of the golfer, and many of his weaknesses, the pleasures of the links and of the locker room, are brought out in a way to tickle every golfer's fancy in a little book called "Locker Room Ballads." The author, as one would know from a perusal of this volume of verse, is himself a golfer who has experienced all the pleasures and pains of the fascinating game. He is Mr. W. Hastings Webbing of Brantford, Ont., better known among his friends as "Huskie." He is not only a first-class golfer but an enthusiastic amateur. One recognizes in the book many of the characters who become famous on the links, and some whose weaknesses are a source of merriment or irritation to their fellow players. There is one fellow called "The Lami," whom the poet thus introduces:

"There is many a man now swinging a club Who ought to be mowing a lawn, And many, perforce, who litter the course, That had no excuse to be born. There's the handicap shark, and the horse that is dark, And the blighter who studies each shot; But curst be the soul who describes every hole."

He's by far the worst one of the lot." The poet introduces one of those chaps who is really not supposed to exist in any golf club, but concerning whom there are rumors. "I'll be let," says you ever heard tell of Mc-Jagger.

Whose play became sadder and sadder, And often he was down-trodden. When asked how 'twas done, Says Mac with a wink: 'I'm some adder!'"

And then—for the verses take on many variations—there is "Little Miss Moffet Started to rough it And play at the game like a man; She smokes cigarettes, And sometimes she bets, And once in a while mutters D—!"

Of course the men are supposed to leave their homes and families for the golf links all seasons in the most heartless and selfish fashion, but this poet remembers that some of the women are sinners along the same line, and in the course of "Cursey Rhymes" he introduces one of these:

"Miss Mary, quite contrary, How does your household thrive? With you away most every day Learning to putt and to drive. For your sake, your patient mate Is working the 'Lige a nigger. While you, methinks, are out on the links, Because it is good for your figner."

When the game goes bad it has a habit of going very bad, and Mr. Webbing has evidently been through all that. He creates one Brown, a figure of misfortune:

"Brown was morbid, and Brown was mad, He'd lost the bit of a game he had; His drives were weak, his putts too strong. All he did was entirely wrong. Then, would you believe it, to make things worse, He lost his voice and he couldn't 'cure'."

There are scores of other gallant golf characters in this book of joyous jingles, and it will have a strong appeal for all brands of golfers. It is delightfully illustrated. It is published by S. B. Gundry, Toronto.

Caught In Own Trap A Scottish professor was a terror to students with his catch questions, but one day he met his match. Examining a student regarding the classes, he had attended, he said: "And you attended the class for mathematics?"

"Yes, sir." "Tell me, then, how many sides has a circle?"

"Two," said the student. The professor smiled broadly as he asked: "What are they?"

But his smile faded away with the laugh that resounded through the room as the student replied: "An inside and an outside."

This rather tamed down the professor, and he asked ordinary questions for a while. But finally he could not resist his ruling propensity.

"So you attended the moral philosophy class also?" he asked.

"Yes," answered the student. "Then you must have heard lectures on various subjects. Did you ever hear one on cause and effect?"

"Yes, sir." "Does an effect ever go before a cause?"

"Yes, sir." "Give me an instance." "A man wheeling a barrow."

The professor asked no more questions.

American Investments In Canada. (Toronto Globe.)

Figures setting forth the investments made by the United States abroad are interesting as showing the very large proportion absorbed by this continent. Canada takes \$2,460,000,000, nearly as

much as Europe, Asia and Oceania combined. South America accounts for \$4,040,000,000, and the whole foreign investment is, of course, far exceeded by that which remains in the United States. All but a small fraction is therefore invested on this continent.

Those who fear that the American investment in Canada is a prelude to annexation may be reassured by this statement, for it would scarcely be argued that the South American Republics are destined to be swallowed up by the United States, and yet the American investment in these countries far exceeds that shown to exist in Canada. The real lesson to be drawn from the figures is that we live on a continent whose resources are largely undeveloped, and therefore offer vast opportunities for wealth-creating enterprise.

Spring. (Marjorie Pickthall.)

What of all the colors shall I bring you for your fairing, Fit to lay your fingers on, fine enough for you?

Yellow for the ripened rye, white for ladies' wearing, Red for briar-roses, or this side's own blue?

Nay, for Spring has touched the elm, Spring has found the willow, Wind that call the swallow home, away the boughs apart; Green shall all my curtains be, green shall be my pillow, Green I'll wear within my hair and green upon my heart.

IN LIGHTER VEIN A Full Roster.

He—"If, as the poets say, ladies' looks are our books, won't you let me learn from your eyes?" She—"Sorry, but my eyes are already supplied with pupils."

The National Sport. Golf, it is said, has not been taken up seriously by the people of Switzerland. And, Punch opines this is because the Swiss are too busy chasing cuckoo into cuckoo clocks.

A Different Kind. Business Man—"Oh, figures! Figures! I'm tired to death of 'em. Let's go to some snappy review." Wife—"Where you will see some more figures, eh, dear?"

The Highest Success. Most of us overlook the plain fact that to be good is to make good.

Luckless Hunter. "So you were up in Maine hunting last season. Did you drop a buck?" "I dropped fifty bucks—shot a farmer's cow."

Couldn't Understand It. "Tomorrow is my birthday," said five-year-old Sidney proudly to his kindergarten teacher. "Way," she returned, "it's mine, too." The youngster's face clouded with perplexity and after a moment he said: "How did you get so much bigger'n me?"

N. S. LUMBER KING GETS NOMINATION

F. J. D. Barnum Conservative Candidate in N.S.—Liberals in Queens and Pictou Select.

HALIFAX, June 8.—Frank J. D. Barnum, Nova Scotia's "lumber king" and forest conservation advocate, and W. Laurie Hall, K.C., former leader of the Conservative Party in Nova Scotia, were selected at a Conservative convention held today to contest Queens county in the general provincial elections on June 23.

LIBERALS NOMINATE

HALIFAX, June 8.—Liberals held conventions in two counties today—Queens and Pictou—to select candidates for the elections to be held June 23. In Queens the two present members were chosen, Dr. J. W. Smith and George S. McClean, of Liverpool. Mr. McClean was first elected in 1920 while Dr. Smith has been a member continuously since 1911.

The Laborer And His Hire

(Victoria Colonist.)

Writing on the inconsistency of the laborer's hire brought about by the trends of modern trade, Arthur Little in the Atlantic Monthly says: "It is incomparably more profitable to draw the Gumps for a comic supplement than to write the 'Origin of Species.' There is more money in chewing gum than in relativity. Lobsters and limousines are acquired far more rapidly by the skilful thrower of custard pies in a moving picture studio than by the projection of electrons. The gate receipts of an international prize fight would support a university faculty for a year."

In Pictou County the candidates chosen were Major J. Welford MacDonald, Pictou, M.L.A.; Archibald McColl, of New Glasgow, and Dr. Geo. Whittman, of Stellarton. The county was previously represented, in addition to Major MacDonald, by late Hon. R. M. MacGregor and R. H. Graham.

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