

The Evening Times-Star

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SAINT JOHN, N. B., JUNE 6, 1925.

SEEKING A REMEDY.

The Maritime Provinces will see in the speeches of Hon. Mr. Meighen and of others who discussed his resolution in the House of Commons at least one ground for hope. It lies in the growing recognition that these provinces and the Prairie division do labor, through no fault of their own, under certain handicaps which entitle them to the consideration of the rest of the country. Just how these handicaps are to be dealt with does not yet emerge, and suggestions put forward now, so far at least as Parliament is concerned, produce little sign of finding common ground.

With respect to the proposal that the country at large should absorb some portion of the extra cost of transportation between the Maritimes and the Central Provinces on the one hand and between the Central Provinces and the West on the other, Mr. Forke, the Progressive leader, joins issue squarely with Mr. Meighen. He complimented the leader of the Opposition upon nailing his colors to the mast and upon the definiteness of his statements with respect to protection, but he proceeded at once to criticize both Liberals and Conservatives. Looking back in politics for twenty years he argued from the records that opposition when they get into power are inclined to disregard their tariff platform. He thought the Liberals had not gone far enough in the matter of tariff reduction, and he ventured to say that if "his honorable friends of the Opposition got into power they would not make the tariff very much higher than it is at the present moment."

When he came to Mr. Meighen's proposals concerning concessions in transportation rates to the Maritimes and to the West Mr. Forke became very critical. He said Mr. Meighen was going to help some sections of the Dominion by reducing freight rates at the expense of some other parts of the country. This, he argued, could not be done entirely, "because if rates were reduced lower than they ought to be, they would have to be made up by taxation, and the people who were getting the benefit of those lower rates would at least have to pay their share of that taxation, thus taxing themselves, in a sense, to reduce their own railway rates."

Hon. Mr. Meighen, of course, had not overlooked that aspect of the question, but had indicated rather plainly that the more populous industrial parts of the country would pay the greater share of this extra taxation, practically in return for the kind of tariff he was advocating, which would be more beneficial to the Central Provinces than to the Maritimes or to the Prairies.

Mr. Forke went beyond that, however. He reminded the House that agriculture is a great industry in Ontario. Two years ago Western Canadians raised a great many turkeys, and a surplus which could not be sold in the local markets was sent into Ontario, the result being that the bottom went out of the turkey market there. In using this as an illustration Mr. Forke expressed the conviction that the farmers of Ontario would object to paying something extra to reduce freight rates in order that the Western or Maritime farmers might compete with them in their own market. As for more protection, Mr. Meighen's principal remedy for conditions, Mr. Forke, of course, would have nothing to do with that. Furthermore he insisted that Mr. Meighen's preference-for-preference policy would shut Britain out of the Canadian market.

Hon. Mr. Meighen, the Prime Minister, Mr. Forke, Mr. Crerar, Dr. Baxter and others in the course of this debate all recognized the economic difficulties facing the Maritimes and the West to-day, and all spoke strongly and earnestly of the need for unity and for a broad national viewpoint. But at the conclusion of the debate the chief outcome was a fresh illustration as to how sharp is the division over the tariff.

In all this discussion practically nothing was said concerning an all-Canadian transportation policy. Yet these leaders must realize how important it is to all sections of Canada that we should retain for our own railways and ports a very great portion of the Canadian traffic which is now handled by American transportation agencies. To recover that traffic would do much to better Canadian business conditions. This question will call for constructive discussion when the House takes up freight rates in the near future.

The leaders of all parties in the House realize that Canada is confronted with a difficult situation as regards the Maritimes and the Prairie Provinces, and logically they will be compelled to seek some better remedy for these conditions than they have yet devised.

INCOME TAXES.

"Make economy popular and it will be put into effect," said Mr. W. S. Morden, in presenting the report of the legislation committee at the annual meeting of the Manufacturers' Association in Hamilton. Of course, economy in the personal sense, can scarcely be made popular. The average man expects the other fellow to economize, and economy as a rule is unfortunately the result of necessity rather than choice.

The legislation committee expressed regret that income taxes in Canada have not been reduced, although there have been reductions in both Great Britain and the United States. Mr. Morden, in pleading for lower income taxes, asked how this country can expect to stand up in competition for either population or capital if it keeps its income taxes so high as compared with those in the United States. The report he read for his committee complained of the general burden of taxation in Canada, and said it is idle to look for relief until expenditures have been reduced by the governments, federal, provincial and municipal. The committee's idea is that governments will not need the demand for economy unless they come to believe that it has behind it the full weight of public opinion. There is much to be said for that view. Heavy taxation is a tremendous handicap both to the individual and to all forms of business.

ALARMING FIGURES.

The astonishing statement, supported by figures in detail, that the homicide rate in the United States for 1924 was double that of 1900, is made by a famous statistician employed by one of the big American life insurance companies. He says that there were 11,000 murders in the United States last year. The situation has been growing worse, and for some years past it has been the subject of anxious comment by leading public men. Their number now includes President Coolidge.

That anxiety is justified is sufficiently illustrated by some comparisons. The number of murders per 100,000 of population in the United States is eight times as great as in Great Britain, and five times as great as in France. Referring to this subject in a message issued on Memorial Day, President Coolidge used these words: "Murder rarely goes unpunished in Britain or France; here the reverse is true. Whereas a very high per cent. of burglars in England, are caught and punished, in parts of our country only a very low per cent. are finally punished. The conclusion is inescapable that laxity of administration reacts upon public opinion, causing cynicism and loss of confidence in both law and its enforcement and therefore in its observance. It is senseless to boast of our liberty when we find that to so shocking an extent it is merely the liberty to go ill-governed."

Americans themselves are the most severe critics of the conditions complained of, and for some time past many of their public men and their newspapers, speaking along the lines so recently followed by the President, have referred frequently to the record of Great Britain in the matter of crime detection and law enforcement as enviable and affording a constant object lesson. Several American judges and many members of the bar hold the view that while American police methods demand improvement, the greatest defect lies in the American courts, where, because of the introduction of too many technicalities and emotional pleas, there is too frequently a failure to convict.

ANOTHER TRIBUTE.

Public men of eminence in Britain, in Canada and in the United States have paid many fine tributes to the value of the Boy Scout movement. The development of many character and high ideals resulting from Scout training and the inculcation of Scout principles are being more generally recognized as the movement spreads.

At a recent testimonial dinner given in New York in honor of the retiring President of the National Council of Boy Scouts of America, Colin H. Livingston, who has been head of the organization since it was founded in 1910, there was a special message from President Coolidge. He said that in the fifteen years since the Scout movement was begun in the United States it has established itself as a real factor in the building of citizenship, proving its usefulness day by day. "In placing its stamp of character on an army of the country's youth," President Coolidge continued, "it has given a new meaning to the period of boyhood. Recognizing that 'the boy is father to the man,' it has produced better men by affording a good outlook and a helpful discipline to the boys."

The Boy Scout organizations in the United States now have a membership

of 750,000—"an army in preparation for the best performance of the highest civic duties," in the words of Mr. Coolidge.

A highly important development is the Government's order that the Railway Commission shall proceed with a revision of freight rates. In the order-in-council equalization is named as the end to be sought. The board is directed to give special attention to the encouragement of the movement of traffic through Canadian ports, and to the claim of the Maritimes that they are entitled to the rates which prevailed prior to 1919. It may well be that this revision will result in a considerable improvement of the Maritime situation.

Odds and Ends

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

"It Was the Schooner Hesperus"

It is cruel to a generation of readers to be reminded that the "Ballad of the Wreck of the Hesperus" was not precisely founded on fact, says the Toronto Globe. This has been revealed by Helen A. Clarke in her book, "Longfellow's County," some 15 years ago, and the work went on just the same; but now it is proclaimed in news despatches from Boston. Readers of school books will not easily forget the sad story of the skipper's little daughter, who was lashed to the mast in the fearful storm, until the cruel rocks gored the side of the Hesperus and the ship broke up on the reef of Norman's Woe. "Ho! Ho! the breakers roared."

This storm, which piled up the ships on the Massachusetts coast, occurred in the closing weeks of 1839. Norman's Woe is a rock at the edge of the harbor of Gloucester which is still pointed out to visitors to that smelly fishing town as the scene of the wreck of the Hesperus. Newspaper accounts of the wreck told of the wrecking of a score of vessels on the deadly reef, and among the bodies found was that of a female lashed to the bits of the windlass of a coastwise schooner. This was not named the Hesperus, but the information received by Longfellow at the time, and noted in his diary, was: "News of shipwrecks horrible on the coast. Twenty bodies washed ashore near Gloucester, one lashed to a piece of wreck. There is a rock called Norman's Woe where many of these took place, among others the schooner Hesperus. Also the Sea Flower on the Black Row. I must write a ballad upon this."

The actual fate of the Hesperus was

much less disastrous. She was at anchor in Boston Harbor, and when her boiler exploded she drifted against another ship lying at Rowe's wharf and had her bow stove in, to Longfellow the name and the story appealed mightily, just as he was moved to write "Evangeline" by chance on hearing from Hawthorne of an incident in the Acadian tragedy.

A few days after the storm Longfellow wrote the ballad, as thus described, under date of Dec. 30, in a letter: "I sat till twelve by my fire smoking, but constantly it came into my mind to write the 'Ballad of the Schooner Hesperus,' which I accordingly did. Then I went to bed, but could not sleep. New thoughts were running in my mind, and I got up to add them to the ballad. It was three by the clock. I then went to bed and fell asleep. I feel pleased with the ballad. It hardly cost me an effort. It did not come into my mind by lines, but by stanzas."

It would be easy to say that the poem bears evidence of hasty composition, but it has a human interest and gripping dramatic feeling which have given it long popularity. The poet sold it for \$25 to The New World, since when it has gone on its way with little loss of interest for those who like strong meat in their poetry.

It Would Help.
(Toronto Globe)

It is to be hoped the explorations for oil in Prince Edward Island will be rewarded. Anything that widens the economic basis of the Maritime Provinces is for the general advantage of Canada.

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Wonder Spots of The Empire

British Columbia Trees

(Copyright.)

The height and girth of the trees of British Columbia constitute probably the best known feature of the western province to those who reside in the central and eastern portions of the Dominion. The Pacific province has as large an assortment of trees as any other section of Canada, but the Douglas fir and the Red or Giant Cedar, reach the greatest heights, often exceeding three hundred feet, and as much as twelve feet in diameter.

The municipal authorities in Vancouver have preserved some of these wonder trees in the centre of Stanley Park. The visitor is thereby enabled to get a close view of the highly polished growths without going out to the more settled portions of the country where lumbering operations are conducted.

The Douglas fir is very tough and strong, and is in demand for the manufacture of ship spars and timbers for bridge and factory construction. South America, Australia, Africa, China and Europe import large shipments of this timber. The Red Cedar is used chiefly in the manufacture of shingles and in interior decoration.

The large forests are located on the western slopes of the Rockies. It is generally supposed that the moisture laden winds from the Pacific, wafting clouds for thousands of years have, in conjunction with a naturally rich soil, produced the conditions for the growth of this remarkable timber.

Many of the trees are centuries in age. In the doorway of one of the buildings of the University of Toronto a section of a tree from British Columbia is on display. The highly polished surface clearly shows the thin annual rings. The date of cutting being known some historians have noted the important events of history during the last seven or eight hundred years, and marked each upon the surface at the proper ring.

much less disastrous. She was at anchor in Boston Harbor, and when her boiler exploded she drifted against another ship lying at Rowe's wharf and had her bow stove in, to Longfellow the name and the story appealed mightily, just as he was moved to write "Evangeline" by chance on hearing from Hawthorne of an incident in the Acadian tragedy.

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Old Resident (taking the new vicar through the village)—"And that man you see crossing the road is the local V. C."

Vicar—"Indeed! Won't it in the late war, I suppose."

Old Resident—"Oh, not that kind—'e's the Village Curate."

Irrationalities.

Ain't any reason in bein' proud, Feelin' too fine to go with the crowd. Aint' any reason in bein' a shirk—World ain't waitin' for you to go by. Aint' any reason in bein' a shirk—Gassin' at somebody else at work. Aint' any reason in not bein' glad—Aint' this life the best you have had? Aint' any reason in not bein' true—Make a beginnin' an' carry it through. Aint' any reason, or joy, or beauty, in doin' anything less than your duty.—Boston Transcript.

The Great American Impulse.

"Do you ever think of retiring from politics?"

"Why should I?" rejoined Senator Sorghum. "I have no wish to be unique, and there isn't a man, woman or child in the United States of America who is not either openly or secretly aspiring to some kind of an office."—Washington Star.

Poor Outlook For Bess.

"Bessie's fiancé is an awfully mean fellow."

"What's he done?"

"He picked up an engagement ring at a bargain somewhere and when he found it was too small for her, he told

her she must diet until she could get it on."

Those Dear Girls.

Miss Olden (at concert)—"That singer's voice carried me back to my girlhood."

Her Friend—"I've heard that his voice carries a long distance, dear."

Hubby's Part.

"You admit you overheard the quarrel between the defendant and his wife?"

"Yes, sir, I do," stoutly maintained the witness.

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"He seemed to be doing the listening."

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