

THE EVENING TIMES-STAR, SAINT JOHN, N. B., FRIDAY, MARCH 20, 1925

The Evening Times-Star

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CURZON OF KEDLESTON.

There passes with the death this morning of the Marquess Curzon one who has been an outstanding figure in British and Imperial affairs for more than a quarter of a century. This rarely gifted man of striking personality served his country in many posts of high importance, and had been less unbending and a bit more gracious in his dealing with political associates he might have been Prime Minister.

He had the finest of preparatory training for public life as a young man. He returned to England after extended travel in 1885 to become one of the private secretaries of Lord Salisbury, who was then Premier. A few years later he entered Parliament, where his ambition, his gifts and his industry won early recognition. When he was thirty-two, having been then only six years in the Commons, he was made Under-Secretary of State for India. Later he became Under-Secretary for Foreign Affairs, was created a Baron, and in 1898 he went to India as Viceroy and Governor-General. He held that high office until 1905, and his prestige and the splendor of his regime were great. From the time of his return to England he occupied a leading place in the councils of the Conservative party. The war brought him a post in the coalition government, and he became leader in the House of Lords in 1918. Three years later he became Secretary of State for Foreign Affairs, and when the coalition was broken and Bonar Law became Prime Minister he continued in that office, which he held also during the first term of the Baldwin administration.

When the Conservatives came in again last year Lord Curzon's friends expected that he would become Foreign Secretary again, but that post went to Mr. Chamberlain because, as was said, Lord Curzon's work in connection with the Lusitania Treaty had led to too much adverse criticism at home, and also because it was thought his attitude toward France might render negotiations with that country more difficult than it would be under a more aloof and less imperious Foreign Minister.

Lord Curzon was a man of strong character and great talent. He was courageous, and he well carried on the traditions of his early guide, Lord Salisbury, in maintaining the honor and prestige of his country.

THE C. M. A. AND THE PORTS.

Steadily maintained efforts have been made by the Canadian Manufacturers' Association for many years to increase the use of Canada's summer and winter ports by Canadian shippers, and for some time past the Association has done a valuable work in promoting steamship communication between Canadian Atlantic and Canadian Pacific ports.

With respect to greater use of Canadian ports and Canadian railroads in the movement of goods from Canada to foreign countries, as well as between Canadian points, the Association took action at its annual meeting in June, 1924. A resolution was then passed unanimously pointing out the benefit to the country which would follow the greatest possible use of Canadian harbors both in summer and in winter, and urging members of the Association, as far as possible, to route all traffic in which they were interested in export or import, through Canadian ports. At that meeting special emphasis was placed upon the fact that the Maritime ports should be used, and it was recalled how signally their value had been demonstrated during the war.

Members of the Association were reminded that all those interested in export or import business should not overlook the fact that when the St. Lawrence ports were closed their goods could be carried through the always open ports of Saint John and Halifax. Circulars sent out by the Association elicited a great number of replies from manufacturers and shippers, indicating their desire to use Canadian facilities to the greatest extent. In a large number of cases the Association was informed by shippers that they recognized that it was to the advantage of the whole country to use Canadian ports and that there were doing so although in some cases a slightly larger cost was involved.

This line of activity to further all-Canadian transportation has been followed up by the Association, which is constantly bringing to the attention of business men the advantages of Canadian routes and which is ever ready to furnish information on any transportation question. In the Association's bulletin it has been pointed out that rail rates on export traffic moving through Canadian or American Atlantic ports, Baltimore and north, are in the main equalled but that while points west of Toronto, generally speaking, are provided with rates to Saint John and Halifax which are the same as those to New York, from points Toronto and west the rates to Saint John and Halifax are slightly lower than those to

NEW YORK.

In this way there is an advantage in export rail rates on shipments moving from Toronto and points east which should influence the movement through Saint John and Halifax.

With respect to steamship connection with the Canadian Pacific coast by way of the Panama Canal, the C. M. A. has long been active. It first took up this question as far back as 1918, but conditions created by the war made it impracticable to continue at that time. Toward the end of 1922, however, the Association began to collect information to enable it to negotiate with a view to having a steamship service between Canada's Atlantic and Pacific ports established. A private company undertook trial voyages in the spring of 1923 from Montreal, and these were continued until the close of navigation in that year. When this service was subsequently taken up by the Canadian Government Merchant Marine, thanks to the efforts of the C. M. A., Maritime ports were included and the Association has since kept shippers in touch with the rates available from the various Canadian ports, including Halifax and Saint John.

An examination of the circulars issued by the Canadian Manufacturers' Association indicates that the organization has been enterprising and constant in its efforts to promote traffic in all-Canadian channels and that it has been always mindful that the ports of the Maritime Provinces should have, on business as well as patriotic grounds, an increasing share of Canadian traffic. From the Association's record its influential support of all-Canadian transportation evidently may be relied upon by those who realize the national importance of that policy.

SOME FREIGHT RATES.

Premier Oliver of British Columbia, in supporting his contention that an extensive revision of freight rates is necessary, cites some of the rates now in existence. He speaks of rates affecting his own province particularly, but as the argument for an examination of the whole freight rate structure proceeds, many similar discriminations affecting other parts of the Dominion will be brought forward.

Hon. Mr. Oliver says that when a carload of wheat for export is carried from Calgary or Edmonton to Vancouver the rate is \$4.50 per ton, but if the same carload is for consumption in British Columbia the rate is \$8.50 per ton. A carload of building paper manufactured in British Columbia, if shipped to Winnipeg, a distance of 1,465 miles, encounters a rate of \$34.20 per ton. A carload of similar paper, carried from Montreal to Winnipeg, 1,416 miles, gets a freight rate of \$18.50 per ton. A carload of paint shipped from Vancouver to Winnipeg costs \$28.40 per ton, while a similar carload from Montreal to Winnipeg gets a rate of \$14.90.

These rates, says Hon. Mr. Oliver, can now be changed only by Parliament. It can scarcely be expected that Parliament will undertake to make rates in detail, but it may lay down certain principles and give the railway commission authority to revise the entire rate structure for the purpose of giving equality of treatment, so far as that is possible, to all parts of the country. Regional concessions may be given where the national interest justifies such a course.

A definite proposition for the settlement of the Cape Breton strike is being considered by the miners today as a result of the conference of their leaders with the Nova Scotia Government.

The British naval estimates include funds for the completion of the great naval base at Singapore. Mr. MacDonald and the Socialists strongly opposed this work, but opinion in the House was evidently strongly in favor of it, for the estimates carried by a vote of 221 to seventy-seven.

The city's bill to provide for a tax on gasoline goes to the Legislature now, and Commissioner Wigmore, although he favors the measure, suggests that it will meet at Fredericton "the fate of the proverbial snowball." Premier Venin has announced that there will be no provincial gasoline tax this year. The city's chance of securing power to collect a tax on gasoline was never impressive.

The New Brunswick Temperance Alliance proposes to ask all provincial candidates in the next election to pledge themselves to support the rigid enforcement of the present prohibition law. In any constituency where no candidate is willing to make such a pledge, the Alliance proposes to have a prohibition candidate nominated. It is expected that during the session the House will vote on the advisability of having a plebiscite on the prohibition issue. The Alliance contends that no such plebiscite is justifiable, but it remains to be seen whether the Legislature will agree with that view.

Odds and Ends

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

Golf 150 Years Ago

(Chicago Journal of Commerce.)
The March sun shone through the window upon the golfer, and he stirred restlessly in the midst of his crossword puzzle.
"The courses in this vicinity have wintered well," the newspapers had been saying. "An early golf season may be expected." And the golfer, as he bent over his crossword puzzle, murmured the words to himself unconsciously: "An early golf season may be expected; an early golf season may be expected; an early golf season may be expected."
He stirred restlessly and gazed out of the window. Last year it was muggy long this year it is cross-word puzzle. But who now plays mah jong? And who next year will work out the crossword puzzle? All these shall pass away; but golf shall not pass away.
The golfer turned from his crossword puzzle and reached for his pipe and a book. The book was "The Expedition of Humphrey Clinker," written by Tobias Smollett more than a century and a half ago.
"Hard by, in the fields called the Links," writes one of the characters in the book, "the citizens of Edinburgh divert themselves at a game called golf, in which they use a curious kind of ball tipped with horn, and small elastic balls of leather, stuffed with feathers, rather less than tennis-balls, but of a much harder consistency. This they strike with such force and dexterity from one hole to another, that they fly to an incredible distance."
"Of this diversion the Scotch are so fond, that when the weather will permit they will see a multitude of all ranks, from the senator of justice to the lowest tradesman, mingled together in their shirts, and following the balls with the utmost eagerness. Among others, I was shown one particular set of golfers, the youngest of whom was turned of fourscore. They were all gentlemen of independent fortunes, who had amused themselves with this pastime for the best part of a century, without having ever felt the least alarm from sickness or disgust; and they never went to bed without having each the best part of a gallon of claret in his belly."
He wrote of the four old golfers, the youngest of them past eighty, and he wrote, "There is at Edinburgh a city or corporation of grand-boys called Caddies, who play in the streets at night with paper lanterns, and are very serviceable in carrying messages. Are all errand-boys in Edinburgh still called caddies, or is the name now restricted to the boys who are very serviceable in carrying messages? Ah well! In the spring the golfer's fancy—"

The Skyscraper Age.

(Boston Post.)
It was only seven years ago that the Flatiron building in New York was one of the seven wonders of the New World. Yet it has been so completely outstripped by later skyscrapers that it seems now but a timid experiment in high building. Its sale yesterday was a mere news item in the papers of a day. It is dwarfed by the Woolworth building, three times as high.
It leads one to wonder whether that tallest of office buildings will be so quickly and spectacularly eclipsed. It is hardly probable. Twenty years hence New York will presumably possess two or three skyscrapers that may overtop the present giants, but not by much higher. The limit in skyscrapers will not be raised very much for this generation.

Percentage
First Walter: "What sort of a tip does he give?"
Second Walter: "Ten per cent. of his bill."
First: "I suppose you're living in deadly fear of him losing his appetite?"
The Charge.
In scrapes Jim's wife won every round. Had strength and great agility. And so he left her on the ground. Or "in-combat-ability."

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MORE SUPPORT FOR ECONOMIC CONFERENCE

St. Johns Kiwanis Club Speaker Endorses Suggestion for Meeting

LAPRESSE PRESENTS MARITIME CLAIMS

Editor Thinks All Sections of Canada Should Send Out Missionaries.

BY A. M. BELDING

Special representative of The Telegraph-Journal and Times-Star now en route home from a tour of Western Canada in the interests of the Maritime Provinces.
MONTREAL, March 19.—The Kiwanis Club of St. John, Que., gave me a very hearty welcome tonight. On arrival at noon I was met by L. G. Robichaud, local manager of the Royal Bank, who hails from Richibucto, and A. Windsor, who owns the Windsor Canning Company, which does a very large vegetable canning business in St. John in addition to his fish canning plant at Shipigan, N. B. He is a Bathurst man.
After lunch at the home of Mr. Robichaud, he took me to the plant of the Windsor Canning Company, of which A. McCutcheon is manager. The latter said they shipped their overseas freight via Saint John in winter and got some of their blurb and spruce from New Brunswick. Their chief trade, however, is with South America. For every machine sold in Canada they ship four to South America.
Endorses Suggestion.
They have forty acres of land for their plant, give employment to 1200 people, and turn out 2400 sewing machines per week. A Falls, superintendent per week. A Falls, superintendent and completely modern plant.
Mr. Cartier, president of Canadian Pacific Railway, and president of Kiwanis, presided at the dinner in the Canada Hotel. At the close of my address he spoke briefly in French and asked Jacques Cartier, barrister, who spoke English, to extend thanks.
Mr. Cartier expressed the most earnest sympathy with the Maritime Provinces in view of their failure to realize the benefits anticipated at Confederation and endorsed the suggestion that business men representing different sections of the Dominion should get together and frame an economic policy fair to all parts.

Offers Thanks.

La Presse today printed a long interview giving my impressions on touring the Dominion, and M. Maynard, the editor, not only thanked me for

IRISH EVENING BY SOUTH END SOCIETY

Addresses and Musical Numbers Under Auspices of St. John The Baptist Organization.

Concert and Dramatic Programme Gives Pleasure to Large Audience.

The World Wide Guild of the Tabernacle church gave a successful concert and dramatic entertainment last night in aid of missionary funds and pleased a large audience. Mrs. A. L. Tedford was in charge of the programme. The members of the guild acquitted themselves admirably in the dramatic pieces. In the play, "The Girl Who Lived Through the Earth," the following took part: Mrs. R. D. Coggin, Mrs. Tedford and the Misses Mary A. Owens, Florence Jewett, Fern Williams, Florence Walsh, Birdie MacDonald, Gertrude Perry, Greta Mallory and Thelma Pitt and Master Kenneth Belyea.
In the second play, "The Conquering Cross," those who took part were the Misses Jean Pickle, Pearl Needham, Fern Williams, Ethel Kierstead, Helen Globe, Orion Carson, George Kineade, George MacKay, Grace Fillmore, Lizette Hoyle, Janet Thorne and Annie Wilson. The choruses in the play were very effectively rendered, one chorus being sung by a group of smaller girls. Miss Kierstead and Miss Needham sang the first selection, and solos were sung by Miss Pickle and Miss Needham.
Besides the two plays the programme included a cornet solo by Roy Green, a vocal duet by Mrs. R. D. Coggin and Rev. A. L. Tedford, a violin solo by Arthur Chittock and a chorus by all of the members of the World Wide Guild.
A Didactic Limerick.
"Why not print a few limericks teaching pronunciation?" writes Lester. "As for example, the following:
A young fellow staying in Nice knew not the rhyme for it was Greece. So when he had tried Pronounced the town Nice They simply called in the police."
Does Then.
"My wife never listens to a word I say."
"How do you know? May be you talk in your sleep."

Tabernacle Guild ENTERTAINS WELL

The Men's Society of St. John The Baptist church held an Irish night last evening and enjoyed a splendid musical and literary programme. J. Elmore was the chairman of the evening and the members were present in large numbers. The room was very nicely decorated with green and white and the portraits of famous Irishmen were hung prominently upon the wall. M. E. Agar gave an account of present day conditions in Ireland. Hon. R. J. Ritchie with his customary wit and humor gave a reminiscence address and deplored the lack of knowledge of Irish history and the lack of libraries in the Catholic societies. Rev. J. McDermott spoke of the religious life in Ireland. William L. Walsh spoke briefly. The numbers on the entertainment programme were all heartily applauded and they included the following: Piano solo, by Joseph McDermott; vocal solos, F. J. Barrett, Eddie Butler, John Butler, Joseph McDermott, recitations, James O'Brien and John McDermott; step dance, Lawrence Murphy and Irish jig, Bill Hunt. Smokes were passed around during the evening and after the programme the members enjoyed games of cards.

Daughters of Eve

Illinois Exchange—"A hard time party was given at the home of Mr. and Mrs. Charles Adams last Saturday evening."
The kind of economy most frequently practised is the kind that saves in one direction in order to make a splurge in another.
She-Sickness.
From Zane Grey's latest—"The thought of losing Allison made Neale ill for a day. He almost threw up his work."

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Write—"Mrs. Norende has a perfect dream of a hat."
Hub—"Great idea! Go take a nap and see if you can't dream one."

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