

The Evening Times-Star

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ST. JOHN, N. B., FEBRUARY 18, 1925

A SWEEPING MOVEMENT.

When we remember that the Maritime movement for the upbuilding of Canadian ports and for the application of national policies designed to promote unity, co-operation and prosperity throughout the Dominion is only a few weeks old, its growth and the country-wide momentum it has already gained are remarkable and impressive. Undoubtedly this movement has revealed and released powerful springs of national sentiment in every province, and to-day sees a linking up of all the provinces and their active participation in a national campaign to limit the British preference to goods entering Canada direct, and to give every part of the Dominion the benefits flowing from a transportation policy wholly Canadian in principle and in practice. Vancouver, through its City Council and its Board of Trade, joins hands with the Maritime Provinces. Quebec, as is shown by the action taken yesterday in the movement. In Nova Scotia and in New Brunswick organization to make the coming Ottawa delegation numerous and truly representative goes forward with a swing. The country is reminded by Sir Charles Fitzpatrick that when the Grand Trunk Pacific and the Transcontinental were built, the government of that day, with the endorsement of the Dominion at large, set its face against the use of American ports and insisted upon the construction of the transcontinental in order that, during the winter season, the ports of St. John and Halifax should be utilized to the full. To-day, thanks to the awakening following the inception and development of the Maritime campaign, the whole country is warmly endorsing the all-Canadian transportation policy. There is a welcome intimation in the Ottawa despatches this morning that the government, and no doubt the other parties as well, will make use of the British preference, as was originally intended, to bring Canada's imports direct through this port. The issues involved in this campaign are non-political, and all parties in Parliament cannot but be impressed with the strength of the sentiment now evident in every part of the Dominion.

BRIDGE THE GAP.

Many months ago plans were drawn for piers and other facilities in the Courtenay Bay area in order to give the C. N. R. the necessary equipment to handle through this port a greatly increased volume of traffic. In pressing for these facilities the St. John delegation which was heard in Ottawa yesterday has the strongest kind of case. Provision for the construction of these facilities should be made in the supplementary estimates, if Parliament is to keep faith in the matter of preparing the ports for the development, at the very earliest possible day, of a proper all-Canadian transportation policy. Rails and ships, no matter how much traffic they may carry, require terminal facilities on a par with the freight offering, with the traffic made up of our exports and by our imports. The terminal facilities bridge the gap between rail and ship. The Courtenay Bay plans, laid out on the unit system, so that a comprehensive scheme of development can be carried on until traffic needs have been fully met, were prepared more than a year ago by the federal engineer in charge of St. John harbor and the chief engineer of the C. N. R., and it is known that these plans have the approval of Sir Henry Thornton and his chief officials. Moreover it has been said for the C. N. R., repeatedly, that this additional harbor equipment is vitally necessary and that the national railway system must have adequate and independent terminals in the Courtenay Bay area in order to handle the traffic which should naturally pass through this port. Public sentiment in this country, as has been demonstrated in a striking way of late, is heartily in favor of the enlarged use of Canadian railways and Canadian ports for the imports and exports of this country, and of giving Canadian labor and to Canadian channels of transportation which hitherto have been allowed to be diverted to alien railways and harbors. Winter and summer, our own ports and our own railways, given the right policy and the proper equipment, can and should handle Canadian business. It is a losing game to throw our traffic into foreign channels. By giving the ports their due equipment and by limiting the British preference to goods entering Canada direct, this country can make a great stride forward. Now is the time—at this session of Parliament—

IMPERIAL CEMENT.

While the London Times is displaying some doubt as to the creation of an Imperial policy under which the self-governing Dominions can enjoy the liberty to refrain from wars in which the Mother Country is engaged and still remain full partners in the Empire—a question which, if it must be pursued at this time, is troublesome and necessitates some fishing in troubled waters—there is another school of Imperial thinkers who believe even this issue will be solved satisfactorily as time goes on and as Imperial unity is perfected by a closer acquaintance among the peoples of the Empire, along with growing Imperial trade and co-operation. The fact that the Empire must be regarded as a unit in time of common peril cannot be conjured out of existence. If some one of the Dominions were to stand aside, through the action of its Parliament, at a time when Great Britain was prosecuting a foreign war, that Dominion would not be exempt from attack by the enemy. It is all too easy to think of cases in which such a Dominion, even if it declared itself neutral, would become a natural object of attack by the enemy, because invasion of that Dominion would constitute a very simple and effective way of weakening and handicapping Britain in the struggle. Again, if some people in one or more of the Dominions at times display a certain uneasiness over the idea that Great Britain may commit them to foreign wars, it is both just and necessary to remind them that any one of the Dominions might to-morrow commit the people of Great Britain to a war which a Dominion Parliament may have provoked, or in which it considered it vital to engage because of the nature of the issues at stake; and in that case Great Britain would be compelled to take action, not only to guard itself, its commerce and its prestige, but likewise in order that it might preserve the integrity of the British Empire, of which it is the sword and shield.

These questions, while they are forever lurking in the background of Imperial discussion, are yet usually regarded as largely theoretical, but it is not to be denied that, as we live in a troubled world, events might at any time cause them to emerge in exceedingly practical form and challenge judgment by every self-governing country under our flag. Meanwhile the creation of additional Imperial cement goes on. Australia has some ideas in this connection. The other day a party of school boys from that Commonwealth arrived in London, to make a tour of the British Isles. They are to see, under expert guidance, all kinds of British institutions, in order that they may be acquainted at first hand with life in the United Kingdom. They will make a short tour of the Continent also, and will then return to Australia. They are making this trip under the auspices of the Young Australia League, an organization formed since the war, the chief purpose of which is the promotion of a mutual understanding between Australia, the Mother Country, and the other Dominions. It is proposed each year to send parties of school boys and girls, selected because of their high marks in school and their good character, on such conducted tours. These young folk will carry picture machines, and subsequently they will write reports on what they saw and how it impressed them. The League is determined that a constantly growing number of young people in the Australian schools and colleges shall have a practical knowledge of the British Empire, and that, having come home again and digested their experience, they shall spread among their acquaintances the knowledge and the vision which they have gained in this way. Here, truly, is a noteworthy enterprise, which might well be adopted by Great Britain, Canada, New Zealand and South Africa, which, whatever the financial cost, is by its very nature of convincing value, and which, in years to come, if properly developed throughout the Empire, would be certain to yield golden dividends in Imperial acquaintance and understanding and, therefore, in true Imperial unity.

The announcement that the condition of His Majesty King George shows improvement will be received with relief and thankfulness throughout the Empire.

No quota law is needed to limit the number of Canadians going to the United States, according to Senator Reed, who discussed yesterday in Washington the operation of the new American immigration legislation for the six months elapsing since it was passed. The Senator says that the net immigration from Canada during the last six months was 61,000, as compared with 198,000 for the preceding six months.

There is no pessimism in the capital of Ontario because its building permit in 1924 were between \$6,000,000 and \$7,000,000 more than in 1923. For the last quarter of 1924, the permits exceeded similar periods for many years. Nearly 3,000 brick houses were built in Toronto in 1924, and they were valued at over \$11,000,000, but the year previous there were over 4,000 brick houses, valued at \$16,000,000. And as some evidence of the increase of the automobile industry it may be stated that in 1924 the greatest number of permits were issued for garages, 3,888, with a value of nearly \$1,000,000, and exceeding the value of factory structures by \$400,000. What inference can be drawn from that fact is left for economists. But the city that increases its valuations in residence property alone from \$11,000,000 to \$16,000,000 a year has but little to fear from increased taxation.

Odds and Ends

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

A Chilly Satirist

Says the Literary Supplement to The London Times, Mr. Bennett's play, "The Bright Island," not yet acted or previously printed, makes its first appearance in the beauty of a white vellum cover, Kilmessy hand-made paper, and hand-printing in black and red by the Golden Cockerel Press. Plays are difficult things to print beautifully; and the device here adopted of leaving a pretty wide space between speeches does a good deal to avoid a choppy, broken look. Where all is so open, the frequent breaks are less noticed than they would be in closer printing; the tone of the page is as much unified as may be. Rubric sparingly used and a nice adjustment of capitals and italics to the body of the text help to make a beautiful book, worthy of the other Vine Books.

Such printing augurs choice reading. Mr. Bennett's play is choice in the sense that it is not likely to be popular. Mr. Bennett tumbles a pair of English people on to an island where Pierrot is King, Harlequin is his valet, and Captain and the Doctor are his Ministers. He insists that they are from England by showing how very English his Englishman looks in this commedia dell'arte setting.

Maddox (striding calmly up to Harlequin)—Look here, do you want your head knocked off? Harlequin—Not particularly. (To Doctor and Captain) I was wrong. He is English. Maddox—You say you are the King's valet and you take me to his Majesty and look sharp about it.

He is the strong, silent man of the novel, the hero of the English. And then we discover that, in his English way, he is to face troubles which England shares with all countries that are feeling the increasing weight of democracy. The increasing demands of labor, the very rapidly increasing regiment of women. There is one great difference. The ruling power of the islands of Caspo do not pretend. They reveal things, and they say things, which England (with that regard for herself) is loath to reveal. Pierrot first for king and then, on abdication, for detached critic of the republic; with Pierrot as an agitator won over to the governing side by office and a salary, one must not expect political ideals and policy. The political trickery will go on naked and unashamed. With a cold, fantastic cynicism Mr. Bennett's puppets play politics as cynically tricky as any of them, but with the great distinction that he alone is not seeking anything for himself. The only idealist in the island is Isabella, leader to the Woman's Party and first female president of Caspo. But Mr. Bennett, who has already shown us Columbine married to Pierrot and turned into "the typical home-woman without an idea beyond the house," cannot be expected to spare Isabella. And here comes, in a talk with the Englishman, the cold truth:

Isabella—... I don't see a matter of fact care a fig for politics. The truth is I'm domestic at heart. What my secret nature demands is a home, an interior, and a man whom I can obey. Yes, obey. You're very curd sometimes; harsh, brutal. It's just at those moments that I've especially admired you. (Softly) The hardest men are always the most tender.

The process is pretty clear. Politics, love, everything has its negative side. It is not that in all enthusiasm, even in all generous feeling, there is something that can be generously laughed at. It is that a cold and disillusioned eye can see everything without the conviction that makes it positive and perhaps creative. And Mr. Bennett's eye has seen this country—shall we continue to call it the island of Caspo?—with such vision any pleasure beyond the fattening of our spleen we must be offered it in a form of the finest, the wittiest, the most deadly pointed. Mr. Bennett does pretty well in this respect, but not well enough to make his play quite as choice as the printers have made his book.

British Premier on Agriculture. The whole agricultural industry, while suffering from economic depression, is also suffering from a surfeit of politicians.—Mr. Baldwin.

More Youngsters Desirable. (Columbia Record.) What France needs, however, more than she needs money to build up her factories, is a concerted movement to build up her infant industry.

Anti-Union Slogan. (Montreal Gazette.) The slogan of the anti-Church Unionists seems to be: "Divided, we stand; united, we fall into the hands of the Methodists."

Not Peculiar to Scots. (New York American.) Some Scotsmen think that there is only one great country, but they are so afraid of wearing it out that they don't live in it.

The Night Before Christmas.

(As the Cross Word Puzzle Fans Would Like It.)

(From the New York Sun.) 'Twas the Dark-Period-of-a-Day before Christmas, when all through the Place of Residence, Not a creature was stirring, not even A-Rodent-In-Five-Letters; The Garments-Made-Famous By-Coles-Philips were hung by the Smoke Vent with caution.

In hopes that Saint A-Propre-Name-In-Eight-Letters soon would be there; The prose the Synonym-for-Blindness, And Female Parent in her kerchief and I in my cap Had just settled our intellects for a long winter Synonym-for-Summer.

When out on the Grassplot there arose such A-Form-of-Disturbance I jumped; leapt, arose quickly from the bed to perceive what was the matter. Away to the Openings-In-a-House-to-Admit-Light I flew like a Flash. Tore open the Synonym-for-Blindness and threw up the ash.

When, what to my optics should Stimulate to Loom But a Great-Reduced-In-Size sleigh and eight Animals - With Long-Horns-Eleven-Letters. With a little old Synonym-for-Pilot, so nimble as a quail, I caught it, realized at once it must be Word-In-Five-Letters Nick.

More rapid than A-Kind-of-Bird his course he scurried; And he whistled and yelled and the Equivalent-of-Halted them by appealing to their position.

'Now, Dealer, Now, Dealer! Now, Francier! No, Of-a-Mean-Mischiefous-Nature! On Comet! On Comet! On Comet and Blizzard! To the top of the Similar-to-Venardis! to the top of Like-a-Fence in four letters! Now dash away! dash away! Synonym-for-Rush Away all!"

As I drew in my head and was reversing my position, Down the Stone-Part-of-a-House St. Nicholas came with an elastic movement. A package, bag, parcel of playthings he had hung on his Part-of-the-Anatomy-Adjacent-to-the-Kidneys.

And he looked like a Canvas, Agent, Instant Salesman just opening his pack. He Uttered: Express; not a word but went without any detours to his employment. And filled all the Same-as-Honesty; then turned with a Sudden Motion, And laying his finger aside of his pro-boscis.

And giving a nod, up the Part-of-a-Fire-place he ascended; He sprang to his Vehicle-on-Runners-In-Six-Letters, to his team gave a whistle, And away they all flew like the down of a willow.

But I heard him suddenly Utter, ere he drove out of sight "Similar to Joyous December 25th to all, and to all an Opposite-of-Bad-Night!"

IN LIGHTER VEIN. Juxtaposition. London peddler—"Green apples! Nice green apples!" Rival ditto (at the next stand)—"Gripes! Fine gripes!"

A Deal With Henry. A Ford owner of the Kansas jubiliantly displays the following sign on his "Coop": "This car used to belong to a Detroit millionaire. One more payment and it's mine."

An Impossible Mistake. Sympathetic Visitor—"Was it you crying for drink that brought you here, poor man?" Convict—"Be yourself, lady! Do I look so stupid as to mistake the joint for a bootlegger?"

A Dumb Belle's Joke. Man (after looking over periodicals in reading room): "I find the Ladies' Home Journal, the Women's Home Companion and the like. Haven't you any men's magazines?" "Oh, yes, sir," cheerily answered the librarian, "here is one," and she handed him a copy of "Our Dumb Animals."

Hopeful. "I gave my wife a rainbow kiss Ere I left home," said Crox. "What's a rainbow kiss, you ask, Why?" "That follows a storm, my boy."

It Depended. Mother—"Where has Johnny gone this afternoon?" Father—"Well, if the ice is as thick as he thinks it is, he's gone skating. If it's as thin as I think it is, he's swimming."

A Futile Fair. Western Exchange—"Besides being a talented singer, Miss Rogers possesses a magnetic personality and a manner that is entirely free from effectiveness."

Expert Work. Sir Arthur Conan Doyle tells how while he was discussing with Oscar Wilde the cynical maxim that the good fortune of our friends make us discontented, Wilde related this fable: "The devil was once crossing the Libyan desert and he came to a place where a number of small fiends were tormenting a holy hermit. The sainted man easily shook off their evil suggestions, whereupon the devil stepped forward to give them a lesson. 'Your methods are too crude,' he said. 'I will show you: With that he whispered to the holy man. 'Your brother has just been made Bishop of Alexandria.' A scowl of malignant jealousy at once clouded the serene face of the hermit. 'That,' said the devil to his limps, 'is the sort of thing that I should recommend.'"

"Well, Sandy," said the laird, "you are getting very bent. Why don't you stand up straight like me, man?" "Eh, man, do you see that field o'er yon over there?"

"No," returned the laird. "Aye, well, ye'll notice that the full heads hang down, and the empty ones stand up."

Tommy arrived home an hour late one day with a nice new golf ball in his pocket, and, delighted with his find, proceeded to show it to each member of the family in turn. His father, however, looked at the ball suspiciously.

"Are you sure, Tommy," he asked, "that it was really lost?" "Oh, yes," replied the lad, a mischievous twinkle in his eye. "I saw the golfer and his caddy both looking for it."

JAP STUDENTS FIGHT AGAINST WAR TRAINING

Question Has Become One of National Importance in Country

MINISTER INSISTS ON DRILL ORDER

Several Students Injured in Riots Following Mass Meetings.

TOKIO, Feb. 18.—Japanese students who would have liked nothing better a decade ago than to become soldiers of the Mikado are struggling desperately to keep militarism out of their high schools and universities. Ryoho Okada, Minister of Education, is standing pat on his order that military drill be added to the curriculum. His order becomes effective within a fortnight, and already Japanese students have suffered broken heads for the privilege of demonstrating their objections in mass meetings.

National Question. The question has become one of national importance. The Diet is considering it. The minister remains adamant. Japan is undergoing a period of economic expansion. The old war gods are fading. In the place of military science and tactics have arisen theories and principles of sociology and pacifism.

Actually the military course prescribed for the students is intended more to prove regressive than to instruct them in the art of war, according to the minister. Each Japanese man must serve two years in the army, anyway. But the students think they see Mars usurping a seat among the facilities of their many schools and colleges. That more heads will be broken is more than probable.

GENERAL LESSARD A GUEST AT BRIDGE

Women's Council Committee Further Arrangements For Pythian Hall Event.

It was announced yesterday that Major-General Lessard, who is coming here from Quebec in the interests of the Navy League of Canada, will be the guest of honor at the bridge to be held in Pythian Hall this week. This announcement was made at the committee meeting held Monday evening at the home of Mrs. G. Wilford Campbell, convener of the bridge and standing convener of the committee of finance for the Provincial Council of Women. The various sub-committees submitted or sent very encouraging reports of what is being done toward the success of the bridge, which is being given to assist the St. John Local Council in its effort to contribute toward the budget for New Brunswick to the National Council.

Major-General Lessard will attend the function with Mr. and Mrs. C. B. Allan, who are planning a special table of bridge. Mrs. E. Atherton Smith, provincial president, will receive with

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Mrs. Campbell, Ladies of the Local Council and some of the younger women, daughters of the members, will assist in serving at the supper hour.

Maryland Court Bars Deaf Mute Drivers

BALTIMORE, Feb. 18.—H. Bird Brushwood, a deaf mute, has lost the right to drive an automobile in Maryland. A decision was handed down by the Circuit Court of Hartford County,

which passed on an appeal from Brushwood. Deaf mutes in Maryland considered the case a test of the Automobile Commissioner's powers. Danger of life and property and inability of deaf mutes to hear fire alarm or grade crossing signals were cited by the State's Attorney General as reasons for preventing operation of automobiles by deaf mutes.

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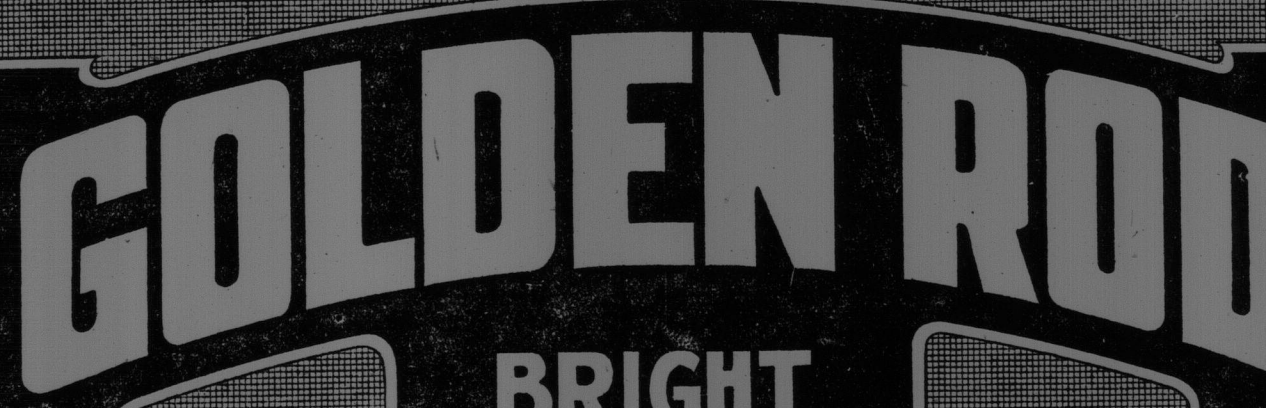
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