

The St. John Standard

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ST. JOHN, N. B., THURSDAY, MAY 4, 1922.

THE C. P. R.

The Canadian Pacific Railway is such an important factor in the public life of this country, socially, commercially and in every other way, that the address of the President at the annual meeting of the shareholders is always looked forward to with interest on account of the general information it usually contains. The address of President Beatty at the meeting held in Montreal yesterday, was no exception to the general rule, and the report of it, which will be found elsewhere in this issue, is worthy of careful consideration.

The business depression which has affected not only this country, but the greater part of the commercial world for the last year or two, naturally had its effect upon the railways, and the C. P. R. provided no exception to this state of affairs. However, so methodical is the management and so efficient are its officials, that despite a drop in the gross earnings of \$23,619,000, it was possible through the economies that were effected without detracting from the efficiency of its service, to actually increase the net earnings enough to leave a somewhat larger surplus after payment of dividends and fixed charges. This must be regarded as a very satisfactory condition of affairs, under the circumstances.

In view of its large land holdings in the Western Provinces, the C. P. R. is naturally very much interested in the matter of immigration to this country, and the President's remarks on this subject will meet with pretty general endorsement. The Company has for several years itself carried on a vigorous campaign for new settlers, and has actually spent more money on immigration propaganda and settling new-comers upon the land, than has the Dominion Government. It may of course be alleged that this policy is a more or less selfish one, inasmuch as most, if not all, the settlers that the Company brings in, take up its own lands. But be the motives what they may, the beneficial results to the country remain the same, and the class of settlers the Company brings in is usually of the best.

Naturally of course, a considerable portion of the President's address was devoted to the question of wages and freight and passenger rates, which are still abnormally high. A reduction of a trifle over nine per cent in the former, has made possible a slight drop in the latter also, though the demand for further drop in them is still as persistent as ever. Mr. Beatty, however, expresses the opinion that the impression that is prevalent that the present freight rates are the cause rather than the result of the existing economical depression is entirely erroneous. He, in common with his fellow directors, feels that the scaling downwards of freight rates should be begun by reduction on basic commodities, especially in those industries which have felt the industrial depression most severely. Needless to add that the President regards the stability of railway rates, even if readjustments are continued, as being of the highest importance to Canadian railways. In view of the freight rate situation, he does not feel that railway companies are as yet justified in making large expenditures, whether for increasing traffic facilities or in other than necessary maintenance work.

Speaking of the future, which after all is the most important feature in the situation, the President is able to be optimistic. Financially the Company is in excellent state, which is an important matter, as it has a very material bearing on the Company's activities. However, as the President says, "while there are some serious and difficult problems yet to be solved, the general sentiment of the country shows a distinct improvement over that prevailing at the end of last year, and the beginning of 1921. I am very hopeful that the importance of the transportation agencies of Canada being permitted to undertake their full share in the country's advancement, will receive due recognition, and that it does I am convinced that the return to normal conditions will be greatly accelerated. Few institutions are so linked up with the prosperity of Canada as is the Canadian Pacific and its ability to maintain a high credit has in a large measure contributed to the support received by other Canadian enterprises."

NOTARY'S COMMUNITY SERVICE

Ottawa Citizen: Most recent testimony that the Rotarians of Ottawa have been trying up to their ideal of service is contained in the resume of the past year's activities submitted to the annual meeting of the local club on Monday by the sitting president.

Major F. D. Burpee. The record of achievement reveals how valuable a work on behalf of the community Rotary is carrying on and to what extent the city is indebted to Rotary's adherents. Three branches of endeavor deserve special recognition, perhaps. They are the boys' work activities, the community hall movement, and the encouragement of community singing.

In all these true public spirit and civic loyalty was displayed, and for their community service in these directions Rotarians deserve the appreciation of the public. The record of service, however, is by no means exhausted by these major accomplishments. Much helpful work was performed in other directions, all aimed towards raising the standard of community life or making less arduous the path of the underprivileged. The existence of the Rotary Club in Ottawa is a happy assurance that there is always at hand a body of energetic and humane business men ready to lend its enthusiasm and aid to a worthy cause.

WHEAT

Wheat and its welfare are matters that, like the poor, are always with us. It plays a considerable part in the prosperity or otherwise of the Western Provinces, and the annual value of the crop to Canada averages \$400,000,000. It is not infrequently figures as a subject for discussion in Parliament, in fact there have been several feature stories emanating from Ottawa published during the last few days regarding wheat and its future.

Wheat is one of the oldest grains known to agriculture, in fact according to a statement in the Winnipeg Tribune, there is a specimen of the variety of wheat that was cultivated 15,000 years ago, on exhibition at the Field Museum at Chicago. It is the most important food ever discovered by man—so important that wheat bread is known in many languages as the staff of life. Wherever man has carried his civilization on a large scale he has had to carry cultivation of wheat with him.

In 1590, the Spaniards brought overseas the seed that started the giant wheat-growing industry on this continent.

City folks give little thought to wheat, yet all eat it. The body through which your spirit manifests itself in this three-dimensional world, is largely a transformation of wheat. To tens of thousands of farmers the wheat seed is the key of livelihood. This year they will raise, it is hoped, about twenty-five bushels for every person in Canada.

Canada, in proportion to population, is the greatest wheat-growing country in the world.

Economists say wheat is the chief regulator of our whole system of economics—from prices to health. Current price problems are nothing new, but merely a repetition of the endless series of up-and-down cycles.

One might devote a whole lifetime to the study of wheat, and still have only a faint conception of its importance in the world's prosperity, health, happiness and progress.

It is one of the things that are taken for granted, without the curiosity that prompts study, by a civilization that traces like is interested mainly in the startlingly new.

Wheat excites less interest today than among the primitive people who evolved it slowly from the grasses they cultivated. Yet the grain of wheat is the principal opening through which, into our three-dimensional world, flows the mysterious current of life.

The quality of the Communion Wine supplied by the Liquor Commission is said to be so unsatisfactory, that a committee has been appointed by the Anglican Synod to test some samples submitted by private firms. There are probably quite a number of delegates to the Synod who will envy this committee their task; and should any member of it not feel equal to the demands made upon him he probably will have no difficulty in finding a substitute. But we don't anticipate any wholesale defections from it. But what is the Liquor Commission thinking of to keep such poor stuff?

Saturday Night feels that more taxation is inevitable, because more revenue will have to be obtained even though great economies are effected in actual Governmental expenses. War debt interest and obligations resulting from the war added to railway liabilities overshadow these, and must be looked after. But provinces and municipalities must add their economies in order to make the burden as little onerous as possible. Above all, the Government railways must see to it that the Government's investment of

operating expenses continues until there is no deficit on operation and that business management increases receipts proportionately until the overhead is also taken off the country's back. The management that does that, it is said, will occupy as high a place in Canadian regard as any of its statesmen.

WHAT OTHERS SAY

Has Been Noticed.
(Ontario Reformer.)
Many men would rather work someone than work for someone.

Never Did.
(Cleveland Press.)
A Milwaukee woman who died of a smoking pipe, cigars and cigarettes. But so many others have never shunned, tottered, covered her ears with her hair, shaved off her eyebrows or wore hairnet stockings.

No Name Like Mary.
(Providence Journal.)
A particular attractiveness attaches to the name of Mary. Others have their seasons of popularity, but there is never a time when "Mary" is out of fashion. It is as popular to succeeding generations and centuries as the name of "John." Both have a background of history and tradition that makes a permanent human appeal.

Freedom of Alberta Press.

(Regina Leader.)
The movement against the freedom of the press appears to have made considerable headway in Alberta. At the last convention of the United Farmers of Alberta a desire was expressed for an association of the share-holders of the Western Farmer offered to hand their paper over to the association on excellent terms and with the single condition that in it there be maintained an "open forum," where the farmers could voice their unedited complaints and express their candid opinions. The offer was turned down after Mr. Wood had delivered his "fighting in the gutter" speech against the press, and the association decided to start its own paper. One local of the United Farmers of Alberta suspended a member because it did not like his poetry asking that there be no boycott of the Hanna Herald because it did not like its politics.

Hits The Consumer.

(Cleveland Plain Dealer.)
Without regard to the issue at stake between unions and miners as regards wages, hours, national agreement and the check off, the fundamental problem of the coal industry is one of economic organization. Too many mines are dividing the business; too many mines are dividing the work. Labor and capital can be diverted from coal producing to some other employment there will be labor disturbances in the coal mining industry.

A recent estimate has placed the annual losses from strikes and shortages in the coal industry at half a billion. In the last two decades more than a billion working days have been lost. Too many mines and too many miners have made it necessary for the coal consumer to pay the operators and the miners for the 30 per cent of the time when they were idle. Clearly, neither group nor both groups together can remedy the fundamental difficulty in the matter. That can be done only by a constructive programme initiated from the outside.

Any Old Kind of a League.

(Manitoba News.)
The world has not yet made up its mind whether Lloyd George is merely an indubitable optimist or a man of deep faith and clear vision. He certainly is right in holding that Europe, if it is to be saved, must act together. He is also right in holding that it can not act together if there is a reversal to the old system. The League of Nations, or a league of nations, or an association of nations—the name is unimportant—is an absolute necessity. Our own Government has endeavored to lead a little league of nations, and it did so because it recognized the serious possibilities of misunderstanding, controversy and perhaps war unless there were agreement binding the parties to the league agreement to act together in matters of common concern.

Timing Flies.

(London Daily News.)
Man's ingenuity, which has enabled swallows to be tracked from Scotland to South Africa, by means of identification discs attached to them, has also compelled the domestic fly to betray the secret of its winter retreat. This has been accomplished by the American Bureau of Entomology which last autumn trapped a quarter of a million flies, marked them with indelible paint pigments (fiddling work, painting flies!), released them and later recaptured no fewer than 50 per cent. The great majority, it was found, went in a westerly direction and mainly at right angles to the wind, as they were re-trapped in places very favorable for breeding purposes. But as a traveller the swallow has the fly beaten to a frazzle. The bird can manage a sprint of four miles a minute, but mucus domestic's record in the American trials was nine miles in 48 hours.

Under cross-examination by the Attorney-General the witness said he had a partner John N. Spencer, but they were not relatives. He knew Alonso Bagnell, who had been employed by his partner, to operate an ice cream truck, but he was not in the employ of the garage. On July 30 this ice cream truck was broken down, the transmission being out of order and it had been fixed by Alonso Bagnell at the garage.

Mr. Vernon asked who Will Bagnell was and the witness said Will Bagnell was the driver of the truck which arrived in St. John early on the morning of August 4. That night there had been two extra cars put on the train at Truro because of the number of harvesters coming through and he thought most of the excursionists came to St. John. "Lulu" Maxwell was also on the train. John Paris was no relation of his so far as he knew. On the station platform at Truro, Paris had asked him who was the conductor on the train and he had told him he thought Mr. Capson was. He then asked if he was a hard man and witness had told him he was, whereupon Paris had said he was going to St. John on that train even if he had to pay his way. He had seen Paris on the train before they reached Moncton and saw him get off the train in this city on the morning of August 4.

Under cross-examination the witness could not remember whether Paris was clean shaven or not on that date. At the last trial he was not sure who was the conductor on the train but since that time he had satisfied himself it was Mr. Capson. He did see Paris when he was boarding the train, came from Truro and the train from St. John usually crossed at Moncton and it would be possible for a person to leave St. John on the night of the 3rd, go as far as Moncton, change to the incoming train and be in St. John again on the morning of the 4th.

When the train started he had got in a seat with Maxwell and after about an hour or an hour and a half he had fallen asleep. Up to this time he had not seen Paris on the train. When they were about half an hour out of Moncton he had been awakened up by

Paris getting into the seat with him and Maxwell. In the meantime the conductor had been around and collected the fares and he had paid him \$5.15. Mr. Byrne called attention to the fact that at the previous trial the witness had sworn he had paid the conductor \$4.65 and witness said that he was mistaken at that time, he had not done so because he thought the witness had told Detective Power, but did know that he had not mentioned John Paris to him as one of those who were on the train. He had been in the connection with this case. This completed the sitting for the day and court was adjourned until this morning at 10 o'clock.

Do Your Bowels
Move Regularly, or Do They
Become Constipated

There is no medium through which disease so often attacks the system as by allowing the bowels to become constipated, and there is no other trouble which flesh is heir to that is more liable to be neglected, because material inconvenience may not be felt at once, from irregular action of the bowels. When there is not regular action the retention of the decayed and effete matter, with its poisonous gases, soon poisons the whole system by being absorbed into it, causing violent sick and bilious headaches, intestinal bleeding, or protruding piles, heartburn, jaundice, etc.

MILBURN'S LAXA-LIVER PILLS will regulate the flow of bile to act properly on the bowels, thus making them active and regular, and removing the constipation and all its allied troubles.

Benny's Note Book

BY LEE PAPE
The reports was gave out in school today, mine being extra burn, and after supper I was wondering how to brake the news gentle to pop on account of me being supposed to give him all my reports to sine, and I watched him looking at the books in the paper till he started to look as if it wouldn't of took much more to make him smile, and then I sed, Hay pop, our reports was gave out in school today.

Yes? sed pop. Meaning was they, and I sed, Yes sir, I got mine, too.
How is it? sed pop.
Me thinking, Heck. And I sed, Its about the same as Puds Simkins and Sam Crosses.

That duzent tell me a hole lot, sed pop. Meaning how did he know how theirs was, and I sed, Well, for that matter it was better than Skinny Martins report, for that matter.
Thats all very well, as far as that matter goes, but wat im trying to arrive at in my patient but so far unsuccessful way is weather your report is a good one, sed pop.

O, well, it could be worse, it could be much worse, I sed.
Thats encouraging, sed pop, lets have a look at it.
Sir? Yes sir, I sed. And I handed it to him and he looked at it saying, Well, wen you remark that it could be worse there may be no reason to think, but wen you say it could be much worse I am inclined to think, you are inagrating.
And he signed it with his fountain pen and made me go to bed a hour too ealy and told me not to ask for any recess money the rest of the week.

THE LAUGH LINE
Hoar—Do you believe that thirteen is a fatal number?
Joak—Well, all the people who lived in the thirteenth century are dead.
Tib-Bills, London.

Belfast Again.
An Irish Republican, taking his life in his hands, was delivering a passionate speech to a mixed crowd in Belfast.

He had suffered badly at the hands of one particular heckler, but at last his chance came.
"You think you're very smart, don't you?" sneered the heckler. "Well, just tell us how many toes has a pig got."
"Take your boots off and count!" was the lightning reply.
There were no further interruptions!

Oversept Himself.
He was a good worker, but he could not get up in the morning. At last he determined that an hour a week would be the most he would lose.
When he woke on Monday the clock showed 4.30, which was too early; so he turned in again. He next woke at 7.30, and thought he would take another half hour and get in by nine o'clock.

At the third time of waking he dressed hastily and sprinted to the gates. "Sorry, boss, that I've lost an hour," he exclaimed.
"Hour, he howled!" said the foreman. "Where were you on Monday and Tuesday?"
Advt. Free.
"I can't use this poem of yours!" said the editor of the local paper.
"Why not?" asked the disappointed poet.
The editor looked wildly about him for an answer.
"Well—er—haven't room for it." He stopped lamely, then a brainy wit struck him.
"But I'll tell you what I'll do. If you'll hand in a year's subscription with your manuscript, I'll put a little notice in our personal column stating that you have written some lines in which you show a firm grasp of spelling and punctuation!"

INTERESTING EVIDENCE GIVEN AT TRIAL OF JOHN PARIS

(Continued from Page 10.)
Under cross-examination by the Attorney-General the witness said he had a partner John N. Spencer, but they were not relatives. He knew Alonso Bagnell, who had been employed by his partner, to operate an ice cream truck, but he was not in the employ of the garage. On July 30 this ice cream truck was broken down, the transmission being out of order and it had been fixed by Alonso Bagnell at the garage.

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PRESIDENT
ADDRESS
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Despite Year of G
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Must Adopt

Montreal, May 3.
meeting of shareholders of the Canadian Pacific Railway was held at the headquarters of the company. Proceeding purely formal nature, a large number of shareholders were present and displayed in the address of the President. The President's address was optimistic nature and down his belief in the country of a more democratic policy, in conditions in the country to the general rule, was taking place at the industry and business. Beatty expressed regret of Sir John Eaton, a friend of the company.

Three directors of completed their four-year office: Lord, Sir Thomas Ross and Sir Thomas. A new by-law was passed approval of the meeting that holders of certificate share stock carrying 100 shares or more, if the directors so desire, render their certificate form and be entitled to return a certificate registered in their name, bearing interest and payable at the bank without coupons. Holders of such shares may at any time surrender exchange for coupon book.

At a meeting of the directors held immediately after the annual meeting, Lord was elected chairman, Sir E. W. Beatty, 1st Baronet, was president. Grant Hall, vice-president. Following were appointed: R. B. Beatty, Grant Hall, Sir Sir Vincent Meredith, Ooster and Lord Shaughnessy.

President's Address
The first part of which is now submitted for consideration and approval. A vivid way the effect of many operations of the Canadian Pacific Railway in the country passed and it is a matter of that, notwithstanding the gross earnings of \$23,619,000, which were reduced in some extent by the loss of interest on the larger surplus after charges and usual dividend preferred and common results reflect the efficiency of the officers and the company, and are also a physical condition of which permitted reduction without in any degree the efficiency with which moved. During the winter and November, heavy grain traffic was most expeditiously handled, and the company's advantage to the country.

The sales of agricultural, were, as indicated in the report, due to the general and the absence of the agriculturalists during the year. In my opinion, Canada to be without a definite immigration policy. While it is urged that in agriculture, the industry with consequent movement during the past winter why active immigration should not be taken, he forgotten that there immigrants that can be obtained and brought to the out the possibility of a burdens of the country's situation of young population stock can be accomplished existing situation requires employment. The immigration of young people in bulk may reasonably be expected the immigration of lists from northern Britain and the United States can only be secured in the hands of the country. In addition, the government I think, be well warranted a policy designed to general immigration of selected types from countries of which have heretofore this country and successful Canadian conditions. It forgotten that Canada has a large surplus of labor and even if adequate now begun to be set up by the government's activities. Unless we feel that the this country will not for some considerable time it would appear that the steps to obtain immigration of selected types from countries without further delay.

As Pacific for many years the most active colonists in Canada. Settlers to the effect of 54,000 have been placed in the country, and the company's activities in land and colonization corporation has been extensive. The amount of the total of the Dominion Government's activities during that period.

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