

The Evening Times-Star

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ST. JOHN, N. B., OCTOBER 15, 1924

GET TOGETHER.

Many will fear that the action of the Common Council in turning down the Port Committee's recommendation that top wharfage on grain cargoes be eliminated for one year at least, will seriously impair St. John's prospects for increased business. The Port Committee attached very great importance to this change in policy, and unfortunately it would appear from the Common Council's action that all the members of that body were not fully aware of the committee's reasons for making this concession on grain the keystone of the arch in seeking the needed expansion of port traffic.

While some of the winter sailing schedules had been completed before yesterday's Council meeting, the fact remains that this is not true in all cases and that important steamship interests were awaiting favorable action with respect to lightening charges on grain.

St. John can well afford to risk some loss of revenue by making the change recommended by the Port Committee for a year at least, thus showing its willingness to co-operate in a practical fashion with the transportation companies, and remembering that threatened loss of revenue might well be made up by increased volume of business in the immediate future, and a still greater increase thereafter.

This must be kept in mind, too, that at Portland and at Halifax this top wharfage charge does not exist, or is absorbed by the railways. By maintaining it here, St. John deliberately handicaps itself to the benefit of its competitors.

Holding no brief for either the Port Committee or the Common Council, but seeking to promote traffic expansion, and knowing how important it is that we should have intimate and mutually helpful relations with the steamship companies and the railways, many citizens will hope that this matter may be re-opened, instead of being regarded as settled. A reasonable suggestion in the common interest would be that the Mayor and Commissioners and the Port Committee get together in private session for a frank and amicable discussion of the importance of this concession in relation to grain, and carry it into effect for a year at least. The matter is far too important to be dismissed summarily. If all the Commissioners were completely informed as to the reasons behind the Port Committee's recommendation with respect to grain, it might well be believed that a majority of them would reconsider their action yesterday. "Get together" is good counsel now.

The vital interests of the port demand harmony and earnest co-operation on the part of all who are striving to win for the city the immensely greater traffic that is our due.

A PROPHECY?

Those who predicted, or expected, that a spiritual revival, deep and far-reaching, would come in the wake of the war—and in the days of the "Angels of Mons" their name was legion—are still disappointed, though their heavy years lie between us and the day of armistice. But now there is heard, from no mere dreamer's lips, but from the Dean of St. Paul's, a suggestion, almost a prophecy, that must command thoughtful attention even in a day of hard-fisted and too often futile materialism. In a recent paper on "Romanticism," in the course of which he says it essentially—"hope and love—not lust and greed for human nature"—are sorely needed in the Britain of 1924, this striking passage is found:—

"No signs of such a spiritual revival are clearly traceable in the chaos and babel that war has left behind. 'We see not our tokens; there is not one prophet more.' Perhaps he is among us somewhere, unknown; he may be a schoolboy or an apprentice. When he comes I am disposed to think that he will choose to speak to his generation neither from the pulpit, nor from the platform, nor from the printed page, but from the stage. A great dramatist may help us to find our souls."

Another watcher of the spiritual sky, writing editorially in the New York Times, and thinking that not only the people of Britain but of much of the world need more of all to-day the finding of their souls, places in contrast a recent thought of George Bernard Shaw and that of Dean Inge which has been here quoted. Shaw, that brilliant traveler in a circle, says that to-day "people are going less and less to church, and more and more to the theatre." Reading that from Shaw, says The Times, "the knowing merely smile and pass by. He has never concealed his preference for the box office over the collection plate. But when one of the world's leading churchmen, Dean Inge of St. Paul's, announces that he looks to the stage for the spiritual regeneration of the future, it is a horse of another color. It is very much so indeed. The Times

thinks "interest in the theatre can hardly ever have been more generous and intelligent than it is to-day," and that while too few of the army of those who are turning to playwriting have the lofty idea of the prize of the dramatist's high calling, "Dean Inge's opinion may remind them that the theatre is still a place for moral inspiration as well as for technical excellence." Perhaps it may. But the significance of the Dean's survey or speculation is not generously measured by that view. If—or when—the Dean's now unknown prophet makes himself manifest, any vehicle will serve—stage, platform, pulpit, or printed page; the message, we may apprehend, will transcend the vehicle. The world will not always stone its prophets. The Dean watches, apparently, for a stirring of the pool. He feels that ever since the blackest of the war days, and throughout the post-war period of groping for serenity and the justified joy of living, countless folk unconsciously and many consciously, have been awaiting that awakening of which he feels as yet no "clearly traceable" signs, but which he is convinced must come. And, he it noted, the Dean of St. Paul's says not "if he comes," but "when he comes." Who knows?

WHAT MAKES 'EM SO WILD?

According to some of their own more serious reviewers the American people are now the wildest on earth. The old wild West is outdone in violence by the new wild East. The United States leads the world in murder and in robbery, and obviously does not know how to get rid of this unwelcome distinction. Just now the federal government has decided to build 8,000 armored mail cars, bullet proof, rubber proof, and capable of carrying armed rifle forces for self-defence. In all the large cities there are special police detachments ready at a moment's notice to be rushed to any point to encounter hold-up men attacking banks or private business houses, men who do not hesitate at wholesale murder if resistance is offered, or if killing will facilitate escape. The thoughtful and law-abiding Americans do not like it. They are engaged in a confused effort to get at the underlying causes of all this violence. One American reviewer describes his people as the strangest of all the nations, saying:—

"Annually the United States makes more laws than all the rest of the world combined make in ten years, and yet it is infested by more robbers, rascals and sneak-thieves than any other ten countries, and has more lawlessness to contend with than the Romans."

Crime statistics prove that he does not exaggerate. The same writer says American psychology is a puzzle too far unsolved, adding: "All the minor excitements—betting on horse races, seeing prize fights or even moving pictures of them, drinking beer, losing thirty cents on a card game, etc.—are set down as taboo . . . but with all this moral energy . . . our national indifference to murder, manslaughter, recklessness in destruction of life and property, is without a peer in the world, not counting Russia."

The lack of law enforcement, the delays in the courts, the notoriously numerous loopholes for criminals after arrest—these are cited frequently when Americans themselves try to answer the question, "What makes 'em so wild?" a question often on the lips of outsiders. But here is no real answer. A lawless country is lawless because there is not in the hearts of a sufficient majority of the people a deep and abiding sense of obligation in the matter of law and order. And American reviewers are daily admitting that for this grave plague of lawlessness there is no present prospect of cure.

Work, but play too, is the advice of President Coolidge, given to people in the country as well as in the cities. "Recreation," he said in a recent speech, "in its best and most wholesome sense, is nowadays becoming an increasingly important interest in the lives of most people. Vigorous, clean, honest sport is only less important than earnest, productive, useful and happy work. The efficiency of production effort is bound to depend largely upon a properly balanced measure of recreation. More and better work will be accomplished where it is accompanied by more and better play."

The killing of the Crow's Nest Pass agreement by the Railway Commission will be fought by the Prairie Provinces, legally and politically. Yet the decision of the board will probably be upheld. That decision will be of assistance to the Maritime Provinces, and to much of Canada, particularly if action is taken to remove other discriminations and secure rates doing approximate justice to every section of the country. The decision—if it stands—will not end the discussion about rates; it will pave the way for further hearings and decisions which would greatly improve the whole transportation situation.

A Maritime Bloc?

(Toronto Globe.)

The remarkable outburst of Hon. F. B. McCurdy, who held a portfolio in Mr. Meighen's Conservative Government, continues to attract attention. It will be remembered that in a letter to The Halifax Herald Mr. McCurdy denounced the National Policy as benefiting Ontario and Quebec at the expense of the Maritime Provinces; showed that the import and export trade of the protected interests in the two central provinces was routed through United States ports instead of St. John and Halifax; and declared that the freight rates connecting the Maritimes with the rest of Canada were so burdensome as to strangle business. The whole picture of the Maritime Provinces, as drawn by Mr. McCurdy, was replete with despondency, and there was the hint that people might become so exasperated with present economic conditions as to seek secession. No specific remedy was proposed, but "local arrangements" were said to be under consideration in order to "ensure us a square deal, so lacking in the cumulatively unfair Canadian fiscal history of the past fifty years."

Naturally the question arises, What prompted Mr. McCurdy to write such a letter? Obviously his wording was given careful consideration, if not deep study. Perhaps he thought that the bringing of Maritime Province grievances to the attention of all Canada would result in the finding of a remedy, because he does not suggest any formal solution himself. It may be that politics were farthest from his thoughts, but Mr. McCurdy doubtless is still a politician. One explanation, or rather suspicion, is that Mr. McCurdy is attempting to form a Maritime Province bloc which would bring from the Government remedial measures as it sees fit. It may be that he desires a solid representation at Ottawa which will fight in many different ways for lowered freight rates, the selling of portions of the C. N. R. wind, Man and P. E. I., and a reduced tariff for those commodities in which their part of the country is particularly interested. Some of those who have observed the rather bitter partisanship of Maritime Province politics in the past may be disposed to little the idea of such a bloc, involving as it would a breaking away from deep-rooted ideas and influences. However, the manner in which Mr. McCurdy himself attacks the National Policy indicates that the extreme catastrophe ought to be the paramount object of all endeavor.

There is a land. (W. D. Gough in Ottawa Citizen.) There is a land in the hills of dreams—A place of a heart's desire—Where white sheep lead their lambs to play—Among the stones of fire—Where tigers dance to the shepherd's pipe—And the reeds and branches sing—Where the partridge finds her brood to sleep—In the wind of an eagle's wing—Where the fields run down to a topus sea—That chants in the coral reefs—And never the day but ships come in—The Gazette says that the Maritime Provinces are generally admitted to be small. It maintains that it could not be seriously contended that there be no Confederation the Maritime Provinces could have held their United States market. The Gazette says that the markets are closed to them now, but not through the instrumentality of Canadian policy. The Gazette says that if the Maritime Provinces put their own affairs in order and set them upon a basis of self-reliance, the cooperation of other provinces may with more justice be claimed.

The discussion, so far at least, has the merit of showing what an intricate problem is presented in a tariff in order to do the greatest good to the greatest number. In this respect the bloc idea or threat of a bloc in all probability will fall to find the right answer. Bloc invariably are local, and are disposed to look upon everything from the local viewpoint. A Maritime Province bloc, serving only the interests of that part of the country, would add immeasurably to the already almost insurmountable difficulties of government. It is doubtful if they could accomplish anything approaching their desired ends.

MR. CHURCHILL'S WARNING.

(New York Times)

As First Lord of the Admiralty from 1911 to 1915 and Secretary of State for War 1918-1921, Winston S. Churchill, with his intelligence and quickness of perception, is doubtless as well informed upon the subject of the baleful industry of war as any Englishman of his time. A descendant of the great Marlborough, he has always been a student of military campaigns. He has written a book "The World Crisis" which will remember that he was inclined to coach General Haig as well as Admirals in the tactics and strategy of the war with the Central Powers. Mr. Churchill understands the danger of the strategy at the front by a vigorous correspondence with Field Marshal

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THE GYPSY.

(By Ewyn Bruce MacKinnon.)

My maple's mantle, worse for wear. Has charm in being shabby. With golden spangles here and there—Soft leaves the frost made flabby.

A crimson kerchief, flowered gay—Gold Guinea's decking shoddy—Saw her on the hill today In colors over-gaudy.

Each autumn comes, in split strange, This gypsy queen a-bunting, But nomad she, and O the change When gypsies go a-journing!

Y. F. A. HAS BANQUET.

The Young People's Association of the Queen Square Methodist church opened its fall programme of activities last night with a successful banquet held in the long room of the church building. The banquet was under the direction of Mrs. Clayton Teed, assisted by Mrs. Charles Scott, Mrs. Cecil Mercereau, Miss Winifred Blair and Miss Jean Olford, and was much enjoyed. Short addresses were given by Clayton Teed, president, Rev. Neil Macdonald, the pastor, and Leroy King. In the business meeting matters of routine were dealt with and an interesting programme was mapped out for the season. Mr. L. V. Ling, lay acted as secretary. There were 85 young people present.

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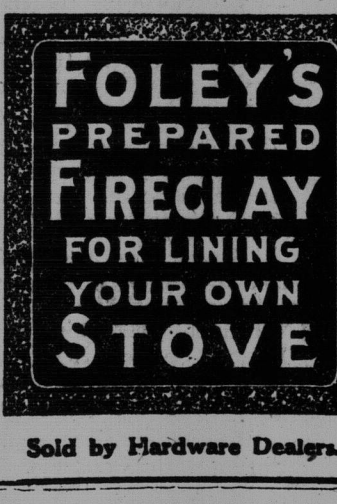
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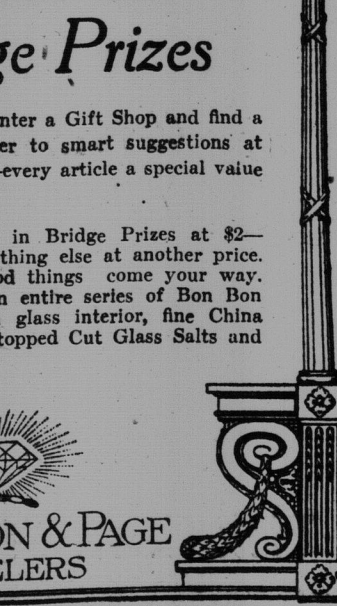


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REFUSE TO RESIGN.

(Bridgewater, N. S., Oct. 14.—A curi-

ous civic mix-up has been precipitated here by the Town Clerk James Curill, 80 years old, who was recently super-

annuated but refused to resign his office until a successor suitable to himself has been chosen. As it is a life office no appointment can be made until Mr. Curill resigns, and this he re-

fuses to do until his condition has been complied with.

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