

# POOR DOCUMENT

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## The Evening Times and Star

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### BE NOT DECEIVED.

A number of the leading spirits of the Board of Trade are very zealous in their advocacy of the harbor commission act. The Board of Trade Journal is being used to spread a flood of darkness on the subject. If the Board of Trade has ink and paper to spare why does it not print and circulate the harbor commission act? That is the document the citizens must vote upon, and that alone. Its terms are plain. It speaks for itself. There is not a line in it which binds or even pledges the government of Canada to carry on any development work in St. John harbor. But it does bind the harbor to pay out of its revenues all charges, including interest and sinking funds of all new work undertaken, as well as carrying the burden of present debt and the increased cost of administration.

But it does more. The government owns certain property here, including the grain elevator and wharves which were built for the benefit of the trade of Canada. The harbor, under the commission act, must pay three and a half per cent. per annum upon the cost of these, and of the marine wharf as well, although the latter is for the exclusive use of the government. If the government had desired to pay fair with St. John, would it have tried to unload this burden upon the harbor when it should be borne by the whole country? The whole act is most carefully drawn to protect the government—not to benefit the port. And the manner in which the act is drawn is a complete and conclusive answer to those who say that the government will proceed to accomplish wonders as soon as the act is approved by the citizens. The government did not propose harbor commission in the first place. It has already made expenditures here, and the needs of the country will call for more. The harbor commission act can only bedevil the situation and take away the harbor from the people without guaranteeing them the development they have claimed as their right and as a national obligation.

The advocates of commission cannot evade the terms of the act. All they can do is to say that the government does not mean what it says, and that while it is bound by an act of parliament to pursue one course it will really pursue another. On this amazing and extraordinary ground they ask the people to sell their harbor for a song and bind themselves by a contract whose terms plainly call for an increased burden on the port. The obvious answer is that the government, if it intends to develop the port, should say so, and that when it presents a harbor commission act which binds it to do something the citizens will give it the dequcent due consideration.

As to the city council being able to get any change in the terms, that is a fatuous suggestion which can only be treated with derision. The act is an act of parliament, and its terms cannot be changed except by parliament.

Bury the harbor commission act and call for a square deal.

### ST. JOHN AND PORTLAND

There has been some talk about Portland, Maine, as a rival to the port of St. John. It is perhaps worth while to reproduce an article which appeared last year in the Portland Argus to show what representatives of the Grand Trunk and other interests were saying to the people of Portland. We quote the article:

"D. O. Wood, general foreign agent of the Grand Trunk, who has been here in connection with the inspection of the Grand Trunk lines from Montreal to this port, is firmly convinced of the supremacy of Portland as an all the year round port, and believes that the further development of the port through the proposed state pier would be of great benefit. Said Mr. Wood on leaving for Montreal yesterday morning: 'In going over the situation with shippers in the west many of them propose to ship through the port of Portland in preference to any other Atlantic port.' Indeed in Mr. Wood's party were T. C. Lockwood, freight manager of Boston, Reford & Co., and R. J. Foreman, foreign freight agent of the Grand Trunk and the opinion of all of these men, who were well versed in the situation, was that the proposed terminal developments under the Portland pier act would be of great advantage to Portland as a port as well as to the shippers, and assurances were made that unless present plans go very much astray, steamship service will be for all the year round, instead of ending in May. They were very optimistic and believed Portland destined to become the greatest grain handling port of the North Atlantic."

What will be the attitude of the Canadian government in relation to the Grand Trunk and Portland? It is trying to drive an extremely hard bargain with St. John, and one that would make

it more difficult for this port to compete with Portland. By the way, there is no harbor commission in Portland, nor is there any talk of one. The shipping representatives do not appear to have even suggested a commission for the Maine port. The fact is worth noting at this time, as well as the assertion that many western shippers prefer Portland. If they do they would have no interest in urging the government to develop the port of St. John.

### THE "STUFFING" PROCESS.

The Globe says: "H. R. McEllen, in opposing harbor commission, stresses the point that if the city transfers control of the harbor to the federal government the city will still be liable for the harbor bonds and must continue to assess for the interest. Stuff and nonsense. If the city transfers the harbor to the people of Canada the people of Canada must and will assume all the liability for both bonds and their interest. Of this there need be no shadow of doubt."

The act says that the harbor commission shall pay the interest and principal of these bonds. If it does not, the government is not liable. The act makes this plain, for while it makes the government guarantee the payment of the \$650,000 it makes no such stipulation regarding the harbor debt. If the commission does not pay, the city must; and therefore it must not only preserve the \$650,000 already in the sinking fund, but tax the citizens to increase it and so protect the bondholders. The bonds are city bonds, and the liability of the city does not cease under the act until they are paid. The Globe therefore is talking "stuff and nonsense," but the people will decline to be "stuffed."

Mr. McEllen made a very strong point on Thursday evening when he declared that the city would have to keep up the sinking fund for the \$1,242,717.53 of harbor bonds. It is true the harbor commission act says the commission will look after this and pay both the interest and principal, but these are city bonds and the city must be prepared to redeem them if the commission should fail to do so. And that it would fail is reasonably certain from the other charges it would have to pay. And the city is to keep up the sinking fund for its own protection and the protection of the bondholders, it must tax the citizens for an amount that has heretofore been paid out of harbor revenue. The harbor commission would reduce their taxes and provide money to spend on the streets or for other purposes should ponder over this aspect of the case.

The city of Halifax is already making provision to give work to idle men. It has voted money for the purpose and the Chronicle says: "The mayor's idea is to start right in on the city department by seeing that only men entitled to employment get it there, so that the work may be prolonged through next winter, and he was in conference with the city engineer this morning. He will call the citizens' meeting at an early date and thinks the Halifax situation can be tidied up all right by care and caution in seeing that men for whom employment is found be those who are really entitled to consideration."

The Standard has temporarily ceased publication. If the Conservatives are prepared to give it the financial support necessary it will resume, after shedding its recent independence somewhere beside the healing stream.

The advocates of harbor commission are expected to hold a public meeting. They will find in the act an excellent subject of discussion. If they wander from the subject it will be because they know the act cannot be defeated.

The harbor commission act will not reduce taxes or provide the city with a large sum of money to be spent for general purposes. Read the act. The truth is there.

The past week has strengthened the hope that peace will come to Ireland. If the south is ready to abandon the republic the north should be willing to do its part to promote harmony.

The Times on Monday will print the harbor commission act in full. Get it and read it.

### THE NEW GERMANY.

A new Germany lies before us. It is our business to spend our time studying the past. Let our scholars do that. Let them write all the critical works they wish on the glories that were once Germany's. Let us look to the future, beginning with the Constitution. What do we see in the old Constitution? The Kings of Württemberg, Bavaria, Saxony, Baden, and Prussia joined hands in that they hoped would be an eternal federation. This was the central thought of the old empire. Read the unassuming opening paragraph of the new Constitution, which states that the various German tribes have united in an effort to restore and preserve liberty in the German realm and to serve social peace and the welfare of the people. Read what is said there about the restoration of the German Fatherland through the will of the entire people and you will get an idea as to the difference between the Old and the New Germany—Chancellor Wirth at Essen, June 10.

### IN LIGHTER VEIN

Mary's Skirt.

The other day a New York clergyman, Rev. John Reach Stratton, preached a sermon on modern dress and got this off:

Mary had a little skirt.

The latest style, no doubt;

But every time she got inside

Hubb—Nothing, but he took my note for it, so it's an even break.

Which.

"Vamps will be shorter next fall" is a headline sent us, but we don't know whether it refers to shoes or shes.

Pat Example.

"Pa, what's an incongruity?"

"An incongruity, my son, is a divorce lawyer humming the Wedding March."

Nothing Out.

Wife—You bought a house lot without seeing it! Took the agents' word for it! And what is that worth, pray?

Hubb—Nothing, but he took my note for it, so it's an even break.

In Different Classes.

A visitor in an Australian home inquired of his host's little son, "Do you go to school now?"

"Yes, sir."

"And what do you learn—reading, writing, sum?"

"Oh, yes, and I learn religion, too."

"Yes, I learn the little religion which teaches that we all come from Adam. But my older brother is in a higher class; he learns the big religion and that teaches that we all come from monkeys."

## MOUNTIES BRAVE TERRIFIC RISKS IN A DAY'S WORK

Normal Language of "On File" Records Cannot Hide Their Intrepid Deeds.

(Ottawa Journal)

The official records of the Royal Canadian Mounted Police contain material for scenarios that would make the average "Movie" producer green with envy. The records of the department's "On File" records are a treasure trove of incidents picturing the incidents related to that, across the numerous files, comes the story of the "Mounties" play their part, tumbling waters and the chill of ice locked waters. And amidst these diverse settings the "Mounties" play their part, indifferent to the fact that there is seldom an audience.

Constable Ditch and Woodcock have recently gone on a canoe patrol up the Winnipeg river to Fort Alexander to see that the Indians receive their pay, and this duty completed, entered on a return journey to "Laas du Bonnet" where they were picked up by Mrs. Ditch, who, with her baby, had been stopping with friends. The canoe, now laden with four human beings, was being towed by a man being rescued by his voyage.

Suddenly the weather broke and great driving wind swept over the waters. The canoe was being towed by a man being rescued by his voyage. Suddenly the weather broke and great driving wind swept over the waters. The canoe was being towed by a man being rescued by his voyage.

The baby, born from its mother's arms, sank helplessly and the rest clung desperately to the overturned craft as it twisted and rocked in the grip of the rapids. Crashing by, despite the danger of being wrecked, put off in a small boat and brought the helpless men to safety.

Later in the day the body of the baby was found on the river bank, muffled by a blanket, and the mother, and help having been secured from Lac du Bonnet, drags were used in an effort to recover the baby's body.

The search proved unavailing and it was not until 24 hours had elapsed that one of the Mounties saw the body floating down the stream some miles from the scene of the tragedy. It was quickly brought to shore and at the earliest possible moment sent by "mule" for interment with the little child.

Both constables are back "on strength," their work done, and the risks were faced and the sadness of their hearts is not "on file."

Their reports are in the stereotyped language of "incongruity" that records the day's work.

### MORNING NEWS OVER THE WIRES

Little Mary Alfreda Blanchard, daughter of Mr. and Mrs. J. P. Blanchard of South Bathurst, was struck by an automobile on Friday, July 15th and died on Sunday last. The little girl was on the car and before Thomas Boudreau, the driver, could stop it had struck the child.

The National Farming Machinery Company of Montigny, Quebec, is erecting two buildings at Moncton to be used as the maritime headquarters of the corporation. The buildings will contain offices, warehouses and show-rooms.

In Methuen, Mass., Thomas J. Holmes an agent for Attorney-General Allen of Massachusetts died George Kelly were held yesterday by three men and a deposition, obtained from "Bruvner" Kelly, mistress of Mithawm Manor. The deposition was obtained in connection with a case against District Attorney Turf, of Middlesex county, charged with extortion of money from motion-picture magnates. The case is based on a party in Mithawm Manor which was attended by several leaders in motion picture production.

FARRAGUT SAFE. San Francisco, July 22.—The Pacific Steamship Company's steamer Admiral Farragut, which was disabled last night off the coast of Mexico north of here, passed into the harbor yesterday in tow of a tug.

## A BOOMERANG TARIFF SAYS THE EVENING POST

New York Paper's Scathing Criticism of the Fordney Measure.

(New York Evening Post.)

The Fordney tariff bill is framed ostensibly in the interest of American business. But it would be difficult to conceive of a tariff measure more aptly devised to hit American business over the head just as it is struggling to its feet. What is that American business wants? It wants to sell goods. To sell goods it must have customers. These customers must be found partly in this country, partly in other countries. What does the Fordney bill do to provide such customers?

If there is one person more than another who can be expected to know, it is Chairman Fordney, who has been in the depression is "the inevitable result of the tariff of foreign goods upon the American market at less than the American cost of production." This is a highly plausible explanation, but it is not the explanation that the bill does to restore prosperity. His bill will levy upon foreign goods a tariff which will make their sale in competition with American goods impossible. That is to say, the tariff of prices of all such products will be raised. This is a rather ambitious undertaking. It may be doubted that Fordney realizes how ambitious it is. For months there has been a concerted endeavor to bring prices down. It began with the buyer, who simply stopped buying. It spread to the wholesaler, who lowered his prices and urged the retailer to follow his example. We are still in the period of falling prices, but the buyer has not yet started to buy. 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