

The St. John Standard

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ST. JOHN, N. B., WEDNESDAY, NOVEMBER 30, 1921.

THE GRAND TRUNK AND PORTLAND.

The Globe, Telegraph and Times have been twitting the Government and the Hon. Mr. Baxter for the delay in not having the grain from the West come to St. John instead of Portland. They say that the Government now owns, controls, and operates the Grand Trunk which includes the line to Portland. It takes The Standard a great deal of its time in keeping the Globe, Telegraph and Times right, and correcting their misrepresentations which The Standard is charitable enough to believe they are sending out broadcast more from lack of knowledge of the subjects they are discussing, than malice aforethought.

It is true the Grand Trunk is operated by the Government but only as Trustees, and the Board of Management until the question of the finding of the Arbitrators is settled by the Privy Council, must operate the Grand Trunk as it was operated before, and carry the grain as it was carried before. And who is responsible? Sir Wilfrid Laurier, Fielding and the Liberal Party, the Party that Hon. A. G. Blair left on this very question, and to whom The Telegraph in 1903 and 1904 gave such splendid support. Let us not forget that wonderful appeal of The Telegraph the day before the election of 1904, when it so strenuously opposed the C. T. P. scheme or railway steal as it called it.

"How can a Canadian vote for the scheme?" "Stand up like men for St. John today."

IN YORK-SUNBURY.

The political campaign in York-Sunbury as it progresses gives no cause for alarm among the friends of the Government candidate, Mr. R. B. Hanson, who, from all indications, will have just as satisfactory a majority next Tuesday as he had in the by-election in May last. Admittedly of course, the situation is somewhat different under present conditions, but the final outcome will prove the same. York farmers are preponderantly Conservative, and although in the by-election the majority of them forsook their political allegiance in order to support one of their own class, a Farmer candidate, this time, there being no such candidate, they will be guided by political considerations only. This will make a very great difference in the voting in the rural districts, and is confidently expected to offset the Liberal vote which was not cast in the by-election. The City of Fredericton, which gave Mr. Hanson a majority of 900 in that election, is expected to split even this time; but this defection will be more than made up by the increased Conservative vote in the county.

In Col. Osborne the Liberals have by long odds the strongest man they could have selected. He is a citizen of the best type, a man of unblemished record, and has a period of overseas service to his credit. The latter fact, however, while meritorious enough in itself, is no reason why he should be sent to Ottawa to support a party which has the undoing of Canada as its chief policy. Col. Osborne must be judged—as must Mr. Hanson also—not by his personal merits or qualifications only, but according to his party affiliations. The platform upon which he has elected to stand is one which does not commend itself to the majority of electors in the constituency, and no matter how worthy a citizen he may be, he must take his chances as a Liberal partisan. And frankly, these look none too good.

The fairness of York-Sunbury are deeply concerned with the question of markets. They have to sell what they produce, locally; and if they have any surplus after the local needs are supplied, an outside market must be found. The Fordney tariff has closed the American market to them, and no promises from the Liberal candidate can ever restore it. There are only the British and West Indian markets open, and it was the Conservative Party which provided this latter, and prepared and put in force the preferential trade arrangements with the West Indies. Of course the provision of larger markets for Canadian farmers has been a great election cry with the Liberal Party for years, but this larger market in the view of the party must be found in the United States. This country has now slammed its doors in the face of Canadian farmers, and nothing that the Liberal Party can say or do will ever get them open again until the needs of the American people call for it. The Meighen Government realizes this, and is not only finding markets for the farmers elsewhere but favors such a tariff as will keep Canadian industries going full blast, and by providing employment and good wages for our own people, will enlarge the farmers' home market. For this reason, among scores of others, York-Sunbury farmers are going to support Mr. Hanson rather than Col. Osborne.

The little Transcript of Moncton is bemoaning the defeat of Reciprocity in 1911. The Times, Telegraph and Globe are now trying to say that the Liberal Party is protectionist. It is wise not

to forget the election of 1911. A leopard cannot change his spots. Will the Globe, Telegraph and Times for the benefit of the Transcript answer the following questions:

- Is Fielding a free trader?
Is Gouin a protectionist?
What is Mackenzie King, a Fielding free-trader, or a Gouin protectionist?
Who is the leader of the Liberal Party anyway?

LYOYD GEORGE AND THE CONFERENCE.

Nobody who is at all familiar with the personality and methods of the British Prime Minister can be in the least surprised at the report from London that he is "morally certain" that he will spend Christmas in Washington. He was disappointed at not being able to attend the opening of the Conference, yet might it not be an even finer thing to turn up in the nick of time and "rescue" it from formidable difficulties?

The political correspondent of the London Sunday Times, no doubt reflecting the Downing-street view, says that nobody is more convinced of the necessity of his presence than the American officials: "It has been borne upon them that despite the excellent send-off that the Conference received in Mr. Hughes's speech its opportunities have been frittered away by lack of experience in handling international affairs, and they are looking to the British Prime Minister with his prestige and popularity to pilot them through the 'shallows they have reached.'" Could any job possibly be more congenial to Mr. Lloyd George?

It offers in some ways an even more brilliant opportunity than the diplomatic duel with Briand which the French Premier humorously forecast when it was supposed that the British Prime Minister would be present at the opening of the Conference. Briand has been and gone. He is not taking very much back with him to Paris. Nor is it felt that his presence in Washington has been specially helpful in promoting the ends for which the Conference was called; in fact the difficulties with which he is now contending are closely connected with his speech and the episode arising from it.

The psychological moment has come, therefore, for Mr. Lloyd George, the unconquered veteran of a hundred diplomatic battlefields, to arrive upon the scene and take command, and no undertaking could be more to his taste or better suited to his peculiar talents. It is announced that he has booked a passage by the Aquitania for next Saturday, and even if he misses that he expects to be in Washington by the middle of December, remaining until after January 1. That his arrival on this side will be awaited with great interest, goes without saying.

THE GRAIN ROUTES.

The Times on the 28th last took exception to a statement made by Hon. J. B. M. Baxter that when the Government had complete control of the Grand Trunk railway, he would see to it that the trade would be diverted from Portland to St. John. The Times said: "Would the Government scrap the Grand Trunk? And how would this appeal to the West and even Toronto?" The Times evidently thinks that the only asset the Grand Trunk has is the line from Montreal to Portland. We would ask The Times to look at the map of Ontario, and then it might realize what the Government is getting when it finally takes over the Grand Trunk. Practically all the traffic except what goes to Boston and New York comes to Montreal via the C. P. R., Grand Trunk and C. N. R. In the Summer the traffic finds its way to foreign countries out of the Port of Montreal.

The national idea, the national aim, the national ambition, should be that as soon as the Government has complete control of the Grand Trunk, the traffic that finds its way to Portland should find its way in the future to St. John and Halifax. The Standard does not hesitate to say that this doctrine will be preached by Hon. J. B. M. Baxter in Ottawa, in Toronto, and in the West and that it will be most popular. He is preaching it now—Canadian trade through Canadian channels—and he is getting the support of his leader Rt. Hon. Arthur Meighen.

For the Maritime Provinces and for the ports of St. John and Halifax, the solution of the railway problem will be, and is today, Canadian Trade Through Canadian Channels. When it is recognized by Quebec, Ontario and the West, the Maritime Provinces will come into their own. If the people of the Maritime Provinces today were to meet and choose a man, regardless of politics, to act as the apostle of this railway creed, the choice would fall on the Hon. J. B. M. Baxter for the qualities he possesses, as an orator, as a thinker, as a statesman, and as the man best qualified to lay before the people of Canada the true merits of the situation.



The dear right at an opposition candidate's meeting, one of the speakers, whose name charity forbids me to mention, thus addressed the audience:—"I'm not going to keep you very long, but if you get what I say into your heads, you'll have the war's risk, in a nutshell." And then he wondered why a good many in the audience walked out!

The girl across the way says that while lovelorn still goes on, styles of making it change. The old-fashioned young man when engaged in this pastime used to turn down the gas, she says. Now-a-days he steps on it. Still she finds the result is usually the same.

It is sincerely to be hoped that this kind of weather is not a sample of what St. John is to get throughout the coming months. With November not over and the present amount of snow on the ground, the outlook is not the most cheerful that can be contemplated.

H. G. Wells says that what is driving the European nations to ruin is the fact that they have no money. Well, I've often noticed that it is not infrequently works out that way in the case of individuals.

I met a chap coming from the station yesterday, who stopped me to enquire if I could tell him where he could find a decent restaurant. "Sure," I said, "which style of cooking do you prefer, Italian, Chink or just plain Canadian?" Having got his reply I gave him the needed directions.

I've been wondering since I was at church on Sunday night when the parson said the meek should inherit the earth, if they would stay that way when they came into the property.

I noticed the following rhyme in an American paper:—
Fair Venus, if the statues tell,
The truth, could never go
A-shopping on the avenue,
She had no arms, you know.
How do you like this for an appendix to it?

Another thing, if Venus went A-shopping goodness knows,
There surely would be trouble if
She didn't wear more clothes.

WHAT OTHERS SAY

Better and Better (Quebec Chronicle).
It is only the other day that public attention was drawn to the continued improvement of the Canadian National Railway's financial position and later evidence emphasizes still more strongly this hopeful development.
For three successive months the Canadian National Railways have shown a handsome surplus over operating costs. The August statement revealed the first surplus since the lines became Government property September and October—although the complete figures are not yet available—will, it is said, produce a profit that will compare favorably with the best of the past.

The change from deficits to surpluses is being achieved by the policy of co-ordinating the lines, by the elimination of overlapping and by the effecting of economies. As these reforms

become more and more perfected still greater results are promised. Moreover, the change is being achieved without deteriorating the railway service.
As an illustration, the movement of western grain may be cited. From September 1 to October 20 last year, the Canadian National moved but 97 per cent. of the grain, the C. P. R. moving 62 per cent. During the same period this year the Canadian National moved 46 per cent, and the C. P. R. 63 per cent. In other words, the Canadian Pacific last year moved 26 per cent. more grain than the Canadian National; this year only 7 per cent. more.

Between September 1 and October 20, this year, the C. N. R. loaded 42,452,000 bushels of grain as against 20,351,000 during the similar period of 1920. Cars loaded in the 1921 period numbered 33,738 as against 16,992 in 1920.

These figures cannot be controverted and should be received with satisfaction by all those who realize the urgent character of Canada's railroad problem. If the progress lately made can be continued the solution of that problem may well be at hand.

Direct Taxes. (Vancouver Province.)
We know in this province what kind of a task it is to impose new or additional taxes for provincial or municipal purposes. For several successive years taxation problems have been before the people and their representatives. The question of providing the necessary revenue remains unsettled.

This gives us some idea what will happen if a federal government and Parliament should sweep away the greater part, or any considerable portion of the revenue derived from customs. Those who destroy tariff revenue decrease more and higher direct taxes. The Dominion already levies heavy burdens in the way of income taxes and other direct imposts. Only the obligations resulting from the war could justify such taxes on the earnings of the people.

An addition of a hundred millions a year to these war taxes would involve a taxing of earnings now exempt. It would increase the levy now paid on moderate incomes. We should expect a federal tax on personal property or real estate or both. It would become necessary for the Dominion to invade the source of revenue and municipal titles.

Some tariff speakers leave the impression that in the matter of customs taxes there is only the question whether the people shall pay these duties, or be free from them, whereas the question is whether they shall pay these customs duties or additional direct taxes.

Quite so, (Hamilton Spectator.)
Even the Globe, during its political spasms, speaks the truth unwittingly at times, as when it says: "Every farmer in Canada and the United States is suffering from the state of things in Europe. No tariff can protect him against that."

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ANDOVER
Andover, N. B., Nov. 29.—At an early hour this morning, fire destroyed the oldest business block in the village, when the store at "The Corner" owned by Mrs. J. B. Porter was burned to the ground. This store had been occupied as a business stand for more than sixty years and was an old land mark, having at one time done an extensive business all over the country. In addition to loss of Porter, Mr. Herman Jamer sustained a severe loss from goods in storage. There was a small insurance.

On Wednesday afternoon Mrs. A. F. MacIntosh gave a pleasant auction party when Mrs. Crawford

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