

The Evening Times and Star

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ST. JOHN MUST ACT

Do the people of Boston refrain from seeking more steamship business for the port because they fear it would be unfair to the port of New York? Does Providence refuse to seek more trade through fear that Boston will charge it with greed? Does New York cheerfully and willingly give up business to Baltimore? Does Baltimore refuse to compete with New York because it fears it will be charged with a desire to "hog it all"?

To ask these questions is to reveal not merely the absurdity but the utter folly of the attitude of some St. John people, in relation to the winter steamship business. The people of Halifax are not worrying over St. John's loss of business. They are out after trade on their own account, and will as cheerfully take it from St. John as from any other port, so long as it is just to their mill.

And yet there are some St. John people who spend time digging up reasons why St. John should not be "hogged" about the Empire steamships, and why Halifax must get this and that, regardless of what St. John may expect or desire. What is the trouble with persons of this sort? Some are such violent political partisans that they would rather see St. John lose business than to breathe a suggestion that their party is not doing its full duty to this port. Some others are so anxious to stand straight as between parties that they lean backwards. Others are mere trimmers, who are thinking merely of their own political fortunes.

Happily the vast majority of the citizens disregard partisanship in this fight for justice to the port. They realize the need of an uncompromising demand for justice, and a vigorous and insistent agitation for three purposes:

- (1) To bring the mail steamships back to St. John for the coming winter. (2) To hasten the Courtney Bay work and provide terminals for the Grand Trunk Pacific within two years or less. (3) To secure the earliest possible start on the proposed new steamship berths at West St. John, in order to prevent loss of trade through lack of facilities.

Every citizen is interested in this matter. It vitally affects the city's welfare for all time to come. Trade once lost is not easily regained, and that which is diverted to another port is hardest of all to bring back again.

It must be understood, also, that it is not in Moncton or Montreal we are to seek redress, but at Ottawa. The insidious agreement which has switched the mail steamships away from what Sir Thomas Shaughnessy says is the "natural port" to the port of Halifax cannot go into actual effect until approved by the government.

That which Mr. Gutelius, "loaned" to the I. C. P. R. by the C. P. R. for two years, may agree with his employer Sir Thomas Shaughnessy to do with the I. C. P. R. for the benefit of the C. P. R. must be prevented by the government. The appeal is therefore to Ottawa and nowhere else. If the people of St. John do not protest in the most vigorous fashion they will lose, and they cannot afford so heavy a loss as that involved in failure to hold the mail steamships and to provide accommodation for all the ocean-borne traffic which seeks St. John, as its natural port.

ON TRAFALGAR DAY

The Standard, concluding an article on Trafalgar Day, asks this question:—"In the light of certain occurrences of the past year the question may well be asked on this Trafalgar Day—are Canadians obeying Nelson's signal? which today flies not only for England but for the Empire?"

The question is a pertinent one. It is the dream of every patriotic Canadian that at some time in the not distant future Canada may have a navy, of which the people may be as proud as they now are of the navy which guards the British Empire, but in which there is no Canadian ship, manned by Canadians and supported by the Canadian people. Australia has led the way, and Australia's growing navy is the pride of the Commonwealth. But for the fact that one political party, for the sake of power, completely reversed its policy, Can-

ada today would have the beginning of a navy of her own.

Those who celebrate Trafalgar Day are not thinking of ironclads or Dreadnoughts, or contributions, but of men. Those who made the glory of the British navy did not hire their fighting done. Canada today has more people than had Britain at the time of the Armada. Canada ought to have a navy, and the time has come when, as Mr. Foster has said, out of her own resources and with her own men she must provide for her share in the naval defence of the Empire. Those who are content to honor the heroes who are remembered on Trafalgar Day by a money contribution to the Admiralty are not its successors to the men who gave to Britain her naval supremacy. Recalling today the memory of the heroes of past centuries in British naval warfare, Canadians, while they share in the ardent longing that peace may come and put an end to the race for armaments, cannot do better than resolve that since there must be navies this country must have one that is built as far as possible by Canadians and manned and maintained by Canadians. The mere mention of tribute or ship money in the same breath with the name of the hero of Trafalgar should bring the blush of shame to the cheek of every Canadian.

HOW LOYAL THEY ARE

The Tory-Nationalist alliance helped Mr. Rogers to win the victory in Chateaugay. The French-Canadian electors were urged to vote for the government candidate because Sir Wilfrid Laurier's policy was designed to offer "a tribute of blood" to Great Britain, while the Borden policy would pay off Canada's whole obligation with a money vote of thirty-five million dollars. Of course the Tories will have an entirely different story to tell in the Ontario constituencies. Mr. Borden did not dare to go into Chateaugay to discuss the naval question, but his Nationalist allies were given a free hand, just as the ultra-Imperialists will be given a free hand in Ontario. The alliance which has disgraced Canada continues, and proves conclusively how shallow are the pretensions of loyalty made by the Tories of Canada. One story for Quebec, another for Ontario, and as many others as may seem expedient. Contrast this with the attitude of the real Imperial statesman, Sir Wilfrid Laurier, who has the same message for all the people in all the provinces of Canada.

PRISON REFORM

A writer on the New York Sun finds some significant facts in the records of the Prisons Association. One is that sixty men are working on their honor near Bellefonte, Pa., on the construction of a new penitentiary which is designed to be one of the model prisons of the world. Another is that of all the state's prisoners released on parole in Kansas, only 18 per cent. have violated their parole. New Jersey is reported to be experimenting successfully with prison labor in building roads, without a single case of insubordination; while at the federal prison at Atlanta, Georgia, only two out of 171 prisoners released on parole have broken their word of honor. In Pennsylvania, two counties are co-operating to close their jails and maintain one farm where prisoners may live and work out of doors. In Ohio, Michigan, Florida and other states, plans are under way or have been carried out to take men out of prison, and give them a chance out of doors in shops or industrial plants, the purpose being to help them to become good citizens. Ontario and some of the western provinces of Canada are taking similar action, and it is high time the province of New Brunswick set itself to the task not merely of prison reform, but of making it possible to deal with a large number of individuals who are not law breakers, but who ought to be compelled to earn a living for themselves or for the families upon whom they are at present a burden.

It should interest the minister of trade and commerce of Canada that an official loaned by the C. P. R. to the government for two years at an enormous salary has made an agreement which switches a large volume of Canadian traffic from its natural channel.

If the people of St. John allow themselves to be deluded into a belief that the Canadian Pacific Railway is alone responsible for what has happened in connection with the mail steamships, Mr. Borden will be delighted. While St. John is engaged in the consolatory pastime of denouncing the C. P. R., Mr. Borden will be putting one over Mr. Hazen and St. John, for the benefit of the port of Halifax.

Mrs. Pankhurst is to be permitted to carry out her lecture programme in the United States, with the understanding that she leave the country when her lecture tour has been completed. In the meantime the militant suffragettes in England are in a bad way, as some of their most prominent leaders have thrown them over and some others are in jail. The movement appears to be on the wane.

BIRTHDAYS OF NOTABILITIES

TUESDAY, OCTOBER 21 George E. Drummond, member of the famous Drummond family of Montreal, was born in Tawley, County Leitrim, Ireland on Oct. 21, 1858. He has been long associated with the iron and steel trade and is connected with many industrial companies. He has held office as president of the Canadian Manufacturers' Association.

F. H. Skyes, professor of English literature in Columbia University and one of the prominent educationalists of the United States, was born in Queensville, Ont., fifty years ago today. He is a graduate of the University of Toronto and held several academic positions in Canada prior to his going to the United States.

LIGHTER VEIN

One day an old farmer came into a city store and asked to see some clocks. The clerk showed him some eight-day clocks, which he told him would run eight days without winding. The farmer looked several at a minute and then said:—"Yes, but if they will run eight days without winding, how long will they run if you wind 'em?"

On one occasion Dr. Francis Warner was trying to bring back to consciousness a woman who had had a paralytic stroke. His efforts seemed to be in vain. For a time her utterances were only the ravings of delirium, but all at once she sat up in bed and, looking straight at Dr. Warner, she cried out:—"O, you funny old man!"

"Not at all," was the reply. "My cousin was no military man in that sense, he was never interested in matters military. Nevertheless, it was his express wish that your hand should play at his funeral."

The leader was surprised and flattered. "Is that so?" he asked.

"Yes," responded the other, "he said he wanted everybody in the place to be sorry that he died."

TIN DISCOVERY IN NOVA SCOTIA

(Engineering and Mining Journal) It is reported that a new tin discovery has been made in Nova Scotia. We are informed that a tract of nearly 4,000 acres has been taken up by prospectors in Lunenburg county, near Lake Harris, which is about twenty miles from Chester Basin, the nearest railway station, forty miles southwest from Halifax. Such reports as have been received indicate that a series of narrow veins cross the entire property, the largest being probably about four feet in diameter, the country rock being granite and slate.

In this vicinity there are one or more eruptive porphyry dikes, and the quartz veins follow fissures due to the intrusion of the porphyry, wolframite being found principally in the quartz, and the tin in altered, very feldspathic granite.

It is stated that the property is largely controlled by a number of lumbermen, who have abundant means to develop the property and determine whether or not the grade and extent of the ore justifies expenditure for the erection of a mill and power plant. Water power is available in the vicinity. The presence of tungsten and copper complicates the metallurgy for tin and vice versa, if tungsten should prove the more valuable constituent.

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GREAT LESSON FROM LITTLE LAND. (American Machinist) A visit to Sweden and Swedish machine shops shows the important fact that the greater part of what one sees is intended for export. Sweden is a small nation, having a population of less than 6,000,000, and her manufacturers have been compelled to reach out for foreign trade. This they have done, successfully and in some cases 85 per cent of a shop's product goes abroad.

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