

# The Maritime Broadcaster

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## THE RUSSIAN SYSTEM

THE RUSSIAN experiment is branded a success, if one could believe the reports coming from Soviet headquarters. It is hard, however, to understand just what is meant by success. People who have been in Russia of late years talk of the system by which everyone is employed and they seem to favor the idea that women work alongside of men in sewer work, on the farms and in other jobs that mean real labor, which is given over to men mostly in other countries.

People in Russia apparently must work if they will live, but according to late reports coming out of that country the people must not voice their thoughts, if they are contrary to those of the rulers.

The western idea of civilization seems to be to keep the women freed from the harder types of physical labor and give them protection not afforded to men. Perhaps it is the idea in Russia that their experiment is a success because they have allowed their women-folk to do the harder types of labor while the men take things easier.

## THE AUTOMOBILE AND THE HORSE

ON RARE occasions we see in the daily press where a horse has run away. Today it is quite an unusual event. Back some twenty years ago it was a common occurrence. The automobile has supplanted the horse, so now we read daily of runaway autos, with much more dire results.

In thinking over this changed situation, it leads one to wonder whether the auto has really been a blessing or a curse. It is true that the auto has brought a great deal of pleasure to many—it has also brought much sorrow. It has broken down the barrier of distance, which the horse could never do. It has opened up the country and brought the urban and rural communities in closer contact, but has all this really made us any happier?—and happiness is one of the first essentials.

Let us suppose the people in the Province of New Brunswick had never bought an auto, would we as a people and Province, have been better off? This might be an interesting subject for some of our skilled debaters. The automobile is responsible for the employment of a very great deal of labor—it is also responsible for the people of this Province sending millions of dollars to foreign markets. There is practically no part or parcel of the auto which finds its origin in the Maritime Provinces. On the other hand, if horses were driven instead of automobiles, they would have been bred here, they would be consuming some 300,000 tons of hay annually, some 5,000,000 bushels of oats, and they would have given much employment.

## RESPONSIBILITY

WE OFTEN, in referring to some men, say, "He is in a responsible position," meaning that he has great interests or enterprise under his care. We make a distinction between such men and, perhaps, ourselves because we may not be the director of industry or the boss of men. We are just ordinary folks with our daily work to do, perhaps under the direction of others. But no matter who we are or what we do, we have a great responsibility.

We are responsible to ourselves and what a responsibility that is, and we cannot unload it onto someone else. What we do, what we leave undone, what we do well or do poorly, goes down on the credit or debit side of our life's account. If we run into debt and cannot pay, perhaps some relative or friend may shoulder the indebtedness, paying our bills, but if we take a false step, the responsibility is ours. We may blame someone for misleading us, but our best friend cannot undo what is done.

Do you think the driver of a car is responsible only for his own safety, or do you think that a true sense of responsibility will include everyone else on the road, even the poor pedestrian? What a transformation would come to our social life if everybody had this fellow feeling, if we all acted on the firm conviction that not only are we responsible for ourselves, but that we are responsible for the effect of our thoughts, words, and deeds upon others, of oats, and thy would have given much employment. cerns us!

From this attitude comes the fundamental fact of all good government, that you and I are responsible for the welfare, progress, and morale of our City and Province, and, through it, the whole world. If we are not responsible, who is? We cannot place the blame on someone else. We are responsible for our own actions and all that comes of them.

## POEMS THAT LIVE

### "WHEN LOVELY WOMEN" (AFTER GOLDSMITH)

When lovely woman wants a favor,  
 And finds, too late, that man won't bend,  
 What earthly circumstance can save her  
 From disappointment in the end?

The only way to bring him over,  
 The last experiment to try,  
 Whether a husband or a lover,  
 If he have feeling is—to cry.  
 —PHOEBE CARY.

## Haytassel Says . . .



"The climate uv Neu Brunswick soots me better end better ez the yeers go round." So Josh Haytassel announced as he made his way to the best chair in the office of "The Maritime Broadcaster." "I ain't seen nuthin thet kin beat it. Yass it wuz kind uv hard las winter but a lot uv us got thru it end now we kin enjoy this winter. End aint it bin jist about rite. I wuz jist tawkin to a feller thet hed bin out west. He sez thet in Calyfornta they hev thet chilly cold thet gits rite into yewr bones end makes yew shiver. Even in he summer time the nites air cool. Down to Los Angeles they kin see the snow on the mountings about awl the time. They kin see it rainin in the city wile outside a little ways it is snowin.

"Thet is the country they brag so much about, yass it end Floriddy. Rite heer in Neu Brunswick I gess the wether aint so bad. Luk et the fun the yung peepul hev skatin, end ridin down hill, end snowshooing, en skying. Besides thet the winters make the crops grow better the nex summer. Snow helps the lumbermen too, fer wen it is on the ground they kin hawl big loads uv logs thet cudnt be handled atall on waggins.

"It is gittin need Xmas end I gess menny peepul in this provence will be mutch better off then last year. I heern uv sum shop keepers thet will brake even after this year, after a long spell uv losses, end it shud be a better Xmas fer them this year. Nou dont fergit to do yewr Xmas shoppin early so thet the clerks wont hev it so hard on Xmas eve. If yew peepul make it easy fer the clerks on the day before Xmas they will hev a mutch better time to end so will yew. I gess thet better be awl I say to yew this week, but I'll be seein yew sun agin. S'long."

## CLIPPINGS

### SIR JOHN SIMON RECANTS (London Times)

The Foreign Secretary did a good deal yesterday to recover the ground in the House of Commons which he had lost a fortnight ago in the debate on the Traffic in Arms. On that occasion he managed to convey an impression of indifference to the whole subject and he also seemed to imply that partisan prejudice was in his opinion prompting. Socialist indignation at some of the methods which have been recently shown to be employed in the pursuit of this business. Yesterday he handsomely recognized the widespread and genuine feeling that there is something objectionable in large individual fortunes being made out of death-dealing weapons of war, and that it is at least desirable to go fully into the question whether undesirable practices exist and, if so, whether they could be checked by State action. . . The House liked so frank an apology for the shortcomings of the earlier



MR. B. WISE

## B. WISE says:

A horse must be "broke"  
 before he will work. Just  
 so with some men.

statement and seemed to appreciate the proposal for a restricted enquiry.

## RUSSIA IN THE LEAGUE

(Sydney Bulletin)

Japan and Germany having given notice of intention to quit the League of Nations, one of the gaps has been filled by the admission of Russia, with a permanent seat on the Council. It is difficult to see what advantage the other members of the League can gain from association with the Red Republic, but no doubt the rulers of that concern expect to derive benefits from partnership with the "capitalist" nations. . . Perhaps the outcast member of the human family had to be admitted to the League, but he adds nothing to its reputation—strengthens it neither morally nor financially.

## Relic Of Great Explorer Is Discovered On Pacific Coast

(Continued from Page 2)

acumen the relic has been preserved for posterity. It was found at Kyuquot by an Indian named Arthur Nicolay, who took it to Father Terhaar.

### Shows Exploring Vessels

The priest, realizing its historic value, turned it over to W. A. Necombe, leading B.C. authority of ethnology and archaeology, who confirmed the priest's contention that it was the famous Cook medallion.

On one side of the medal is the likeness of King George III, and on the reverse side, a replica of the exploring vessels, H.M.S. Resolution, and H.M.S. Adventure. Historical records reveal that Captain Cook on his second voyage to the South Seas in 1772 to 1775 took with him brass medals cast for distribution among the natives in exchange for spices, furs, and other commodities much sought after. On subsequent voyage Capt. Cook in search of the Northwest passage, visited these shore, and such metal, even to metal buttons and medals, were exchanged for furs. The medallion just discovered, and now lying in the provincial archives, is believed to be one of these medals.

### One of Few Monuments

Sir Percy Sykes, K.C.I.E., C.B., C.M.G., noted explorer, who has

been touring Canada under the auspices of the National Council of Education, was in Victoria when report of the find was made.

He drew attention to the fact that there were few monuments erected to the memory of the great explorers who had laid the foundation of the British Empire in this part of the world.

He particularly referred to the explorations of Alexander McKenzie, and his overland trip to the Pacific, and declared there was not one monument in Canada, so far as he knew, erected to the memory of this greatest of all Canadian explorers. He expressed the hope that this remissness would be rectified, and that greater honor would be paid to such daring explorers and navigators as Captain Cook and Captain Vancouver.

## Saint John Must Get A Fair Share Of The Canadian Trade

(Continued from Page 1)

Saint John its Canadian terminal. It is true there always has been friendly rivalry between the two large Maritime cities, but if Halifax takes an arbitrary stand in this matter and takes advantage of Saint John's misfortune it may be that friendships may be jeopardized.

To some people the reluctance of the Canadian National to restore to Saint John the business taken away can only be attributed to action by Halifax. Certainly the C.N.R. and the C.N.S.S. must realize that the people of Canada are about fed up on the paying enormous deficits and that savings are in order and demanded. While it is sometimes intimated that it is just as cheap to haul freight from Montreal to Halifax as from Montreal to Saint John over the Canadian National, it is interesting to note that the railway does not think so in regard to passenger traffic. A recent advertisement quoted a rate from Montreal to Halifax of \$11. while from Montreal to Saint John it was \$7. It is natural to assume that there also would be a difference in the cost of hauling freights.

Halifax cannot get all the steamship traffic; neither can Saint John, but fair play is wanted and of course if the two ports cannot work in harmony and observe the rules of fair play, they at least can come out in the open and fight.



Between all Points in Canada

### ●FARE AND A QUARTER FOR THE ROUND TRIP

**CHRISTMAS WEEK-END:** On sale December 21 up to and including December 25. Return limit to leave destination not later than midnight Wednesday, December 26, 1934.

**NEW YEAR'S WEEK-END:** On sale December 28 up to and including January 1. Return limit to leave destination not later than midnight Wednesday, January 2, 1935.

### ●FARE AND A THIRD FOR THE ROUND TRIP

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Tickets and complete information from any agent.

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