

The Daily Mail

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TELEPHONE 67

SATURDAY, MAY 26, 1923

A GREAT RAILWAY SYSTEM.

The Canadian National Railway system came in for some bouquets from Mr. W. F. MacLean, M. P., for West York, Ontario, during the course of an able speech in Parliament this week. Mr. MacLean is known as a journalist of national repute and he is also the nestor of the House. He has long been a staunch advocate of public ownership, and is firmly of the opinion that Canada possesses a valuable asset in its national railway system, which he describes as the greatest in the world. Here is what Hansard reports Mr. MacLean as saying:

"I have not the slightest hesitation in saying that the Canadian National Railway system is the greatest institution of its kind in the world to-day. It is made up of the Grand Trunk, now seventy years old, the old Canadian Northern, the Transcontinental, and many other roads that have been taken in; and this National system today has the marked characteristic of possessing almost the entire strategic advantage of transportation from one coast of Canada to the other. It possesses everything on the St. Lawrence, in the old city of Quebec and in Montreal. It comes to lake Ontario by the St. Lawrence route and has all the strategic position at Toronto and Hamilton. It commands particularly the strategy of the Niagara river and the Detroit river, it has the sites of bridges and tunnels, it has all the land along these places, and it possesses wharves and everything of that kind. Similarly, it enjoys all advantages of this kind along the Welland canal to lake Erie and the upper lakes. Now I come to the right-of-way, and I will say for Sir Wilfrid Laurier, as I have always said, that in the building of the Transcontinental railway there was accomplished the greatest piece of railway strategy on the North American continent. The Transcontinental railway built by the Laurier government from the city of Quebec to Winnipeg is a splendid stretch of railway. It has the best grade in America and is on a height of land from which the water runs to Hudson bay on the north and on the south to the lower lakes. It has, I believe, a better grade than any other road on the American continent; and besides this, it has the whole strategy, so far as transportation is concerned, in crossing the Rocky mountains through the Yellowhead pass. So that I am convinced that the Canadian National railway system is bound to be a great success. Today it is in the hands of excellent men who understand the railway question and most of whom are Canadian; and I believe they are getting a fair opportunity from the government to work out a solution of the problem before them."

The Canadian National certainly has a strong hold on every province of the Dominion and is now operating under one management twenty-four thousand miles of road. Its lines extend to every nook and corner of the Maritime provinces, and in Cape Breton and Prince Edward Island it has the whole field to itself. It traverses the Provinces of Nova Scotia, New Brunswick and Quebec from end to end, and west of Quebec City there is a line on each side of the river. It taps all of the great tourist and fishing resorts in Quebec province. The old Grand Trunk built a network of railways through the Province of Ontario, all of which are part of the great C. N. R. system. Between Montreal and Toronto the C. N. R. operates a superb double track system, which extends on to Detroit and Sarina and thence to Chicago. Between Montreal and Ottawa there are two lines belonging to the C. N. R., and the system includes two Transcontinental roads, one with its terminus at Prince Rupert and the other at Vancouver. All important centres in Western Canada are tapped by the lines of the C. N. R. A splendid line of steamships plying on the great lakes are connected with the system and provide an alternative route for transcontinental passengers. The government also has an interest in a line of steamers operating on Lake Ontario, and during the summer months these boats capture a good share of the tourist traffic to Niagara Falls. On the other hand it is the only Canadian road which operates a through

line to Niagara Falls by way of the fertile Niagara Peninsula. Mr. MacLean is right when he says that the Canadian National Railway system is the greatest institution of its kind in the world. Under the management of Sir Henry Thornton the traffic receipts are steadily increasing, and the day may come sooner than many people expect when operating deficits will be a thing of the past. The work of coordinating the three systems into one is proceeding satisfactorily, and without any impairment to the service. The road is equipped with splendid rolling stock, and the staff of officials include some of the most competent railway men on this continent. The government has promised to give public ownership a fair trial and it will be generally admitted that it is honestly endeavoring to carry out that promise. There is an intense feeling of optimism among all the officials of the road from the highest to the lowest and with the hearty co-operation of the public there is no reason why this great public owned system should not play a very important part in the development of Canada and at the same time become a valuable asset to the country.

No attempt was made by the government at Ottawa to balance the budget by the imposition of new taxes. Last year there was a surplus of thirty-five million dollars in ordinary accounts, but the National Railways turned it into a deficit of forty-five million dollars. What changes have been made in the tariff were all in a downward direction.

Hon. Dr. Baxter of St. John expressed hearty approval of that feature of the budget, which increases the preference on British goods imported through Canadian ports, but when it came to a show down he responded to the crack of the party whip and voted against it.

The Maritime Tory contingent at Ottawa, which is composed entirely of New Brunswick members all voted against the budget and its standing offer of reciprocity with the United States.

The budget proposals were carried in Parliament by a majority of eight. This is a good showing considering the fact that the government has not an actual majority in Parliament at the present time over the Conservatives and Progressives combined.

There's something wrong with the citizen who needs an alarm clock to get him out of bed on a May morning.

An Indiana pastor reserves two rows in his church for people who want to hold hands but do any of them hear his sermons?

The elephant's inferiority to man is perhaps best illustrated by the fact that the former yields only an average of 50 pounds of ivory.

It's about time the Chinese bandits came through with an explanation that they are only exercising a mandate.

Late news from Russia says Lenin in unable to talk. But there's Trotsky—he can't do anything else.

Spring constantly puts off until tomorrow work that she should have done a fortnight ago.

The June bridegroom is just around the corner. Waiting for the bride, of course.

PUBLIC OPINION

FROM JUDGE BARRY

To the Editor of The Daily Mail:
Sir,—I wish you would correct a slight error which somehow crept into your local news column yesterday. While I have been slightly indisposed since my return from the Westmorland Circuit, I have been given no leave of absence, am not asking for any, and want none.

Yours truly,

J. H. BARRY.

Fredericton, May 26th, 1923.

Late Mrs. Edith Smith Dykeman
The funeral of the late Mrs. Edith Smith Dykeman took place Friday afternoon from the Brunswick street Baptist Parsonage. The pallbearers were Havelock Coy, A. C. Porter, R. B. Wallace, Alex. Davidson, H. E. Harrison and F. W. Porter. The mourners were Rev. G. C. Warren and J. W. Spurden. The service was conducted by Rev. I. A. Corbett assisted by Rev. Mr. MacNeill and Rev. Dr. Sutherland. Hymns were sung during the service by a quartet. Interment was made at the Rural Cemetery.

THROUGH OUR SIEVE

Sedentary habits are easy to acquire.

Lima Beane says the rule is that youth has the punch and middle-age the paunch.

Early flies are buzzing. Swat with confidence and you'll swat with accuracy.

Language is man's greatest convenience though it sometimes gets him into trouble.

Tradition is sometimes wrong. There are barbers who never start a conversation with the patient or victim if that is a better word.

Nistaliga is a pathetic ailment. But a man had to have it before he could write an imperishable song about home.

Many people act as if the weather was invented for the particular purpose of giving them something with which to find fault.

Persons who write patent medicine testimonials rarely speak of having been cured by one bottle. It takes an average of a least four bottles to perform the miracle.

There is risk in discussing May weather. Find fault with today and there is always the probability that tomorrow will come along and make us feel futile and silly.

Ah if only more of our modern young mothers knew about the existence of the spanking place.—Bob Ryder Ohio State Journal.

— Having been young when spanking was in vogue they should remember.

Thankful Mothers

Thousands of mothers throughout Canada—many of them your neighbors—speak with thankfulness concerning the use of Baby's Own Tablets. Once they have used the Tablets for their little ones they would use nothing else. The Tablets are an absolutely safe medicine for even the youngest baby, being guaranteed by a government analyst to contain neither opiates nor narcotics or other harmful drugs. Concerning them Mrs. David McRobb, Divide, Sask., says: "I have used Baby's Own Tablets and have found them so satisfactory I would not be without them." The Tablets are sold by medicine dealers or by mail at 25 cents a box from The Dr. Williams Medicine Co., Brockville, Ont.

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Is the Pattern which sells best and gives most satisfaction

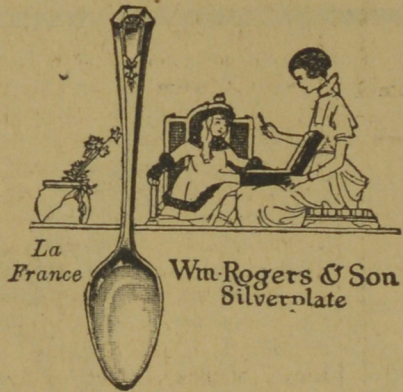
The Pictorial Review for June 15c
The Pictorial Review Summer Quarterly 25c
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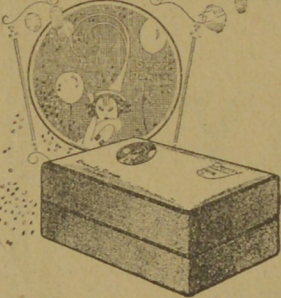
We are now stocking Community Plate in the new "Bird of Paradise" design in addition to the "Adam" and "Patrician" designs that we always carry.

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10c-20c

Evening 7.15, 8.45
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