

The Maritime Broadcaster

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THOU SHALT NOT STEAL

THE ONE commandment that is most frequently broken is: "Thou shalt not steal." To steal is to take for one's self that which belongs to someone else. When the employee loaf on his job he steals his employer's time. When a person manipulates his statement to avoid paying taxes he steals from his fellow taxpayer. When a man does not contribute his share to charity and religion he steals from the Lord. Thousands of people are convicted and punished each year for taking that which is not rightfully theirs. But there are many more thieves who are not caught and go unpunished by the law, but they may have the punishment of a guilty conscience—if they have any.

Perhaps the most despicable thief is the one who will rob the poor and defenseless.

Probably one of the most glaring examples of low thievery was exhibited a few days ago near Saint John. A hard-working farmer was on his way to market when he met with an accident that rendered him unconscious. When he regained his senses he discovered that some one had taken advantage of his defenceless condition to relieve him of some \$40 which he had been carrying in his pocket.

MAKE THE ROADS SAFE

THE HIGHWAYS of the country should be made safe for all those who use them. But so long as there are high-powered cars capable of doing 75 to 100 miles per hour, with irresponsible persons under the steering wheel, the roads will never be safe for the careful driver nor the pedestrian. In order to clear up the situation either the cars must be made slower by the manufacturers or the government must take from under the steering wheels, those persons who are responsible for loss of life and damage to property. A few days in jail or a few dollars of a fine will not cure a reckless driver. Neither will a jail sentence or fine restore life already snuffed out by the action of the irresponsible driver. Take such drivers off the highways and keep them off and negligence and carelessness should not be covered up under the guise of accident.

If the reckless, irresponsible or drunken driver is allowed to speed his automobile over the highways, YOU MAY BE HIS NEXT VICTIM.

All the mentally deficient are not in institutions. Many of them seem to be driving automobiles, which in their hands become engines of destruction. There will be safe driving when the driving is limited to sane drivers and the speed of the automobile is reduced as an extra precaution.

THE PLIGHT OF BOSTON

TAXES on real estate in Boston, Mass., are considered high by the citizens of that city. Each year, according to an official statement more than \$50,000,000 is collected in taxes on real estate. In other cities of similar population the taxes are lower and range from \$25,000,000 to \$30,000,000.

City Councillor Clement A. Norton says that the high taxes and high valuations have cost Boston dear, in the last few years. Over a few years, according to Mr. Norton, Boston has lost 900 manufacturing plants and hundreds of buildings have been torn down because of high assessment. The business section of the city is owned by estates or is empty. There are 200 parking spaces for automobiles on the sites of former business buildings.

The reason is that a building in Boston pays in taxes about double what it would pay in other cities of comparable size.

This situation, says the "Boston Post," has arisen through the excessive cost of government in Boston. Tax collecting is vastly easier in Boston than in any other large city in the country because so much of the real estate in the building is a dead loss to them.

In concluding its article the "Post" says: "There will come a time, in the near future, when all this liberal expenditure, to put it mildly, will deposit the city in such a financial hole that recovery will be a very difficult, well nigh impossible, job. The more buildings torn down the less taxes the city can collect. The more industries driven away by high taxation the less jobs. And finally the harder it will be to collect what taxes are levied."

Saint John is not having many of its buildings torn down but industries have left and there is difficulty in collecting the taxes levied. Saint John is about in the position which is predicted for Boston unless changes are made.

POEMS THAT LIVE

THE LAST WORD

Creep into thy narrow bed,
Creep, and let no more be said!
Vain thy onset! all stands fast.
Thou thyself must break at last.

Let the long contention cease!
Geese are swans, and swans are geese.

Let them have it how they will!
Thou art tired; best be still.

They out-talk'd thee, hiss'd thee,
tore thee?

Better men fared thus before thee;

Fired their ringing shot and pass'd,

Hotly charged—and sank at last.

Charge once more, then, and be numb!

Let the victors when they come,
When the forts of folly fall,

Find thy body by the wall!

—MATTHEW ARNOLD.

Haytassel Says . . .



"Ain't it funny to see how a lot of us fellers air lookin fer govmint jobs?" This was the question asked by Josh Haytassel when he came into the office of "The Maritime Broadcaster" this week. He did not wait for an answer but continued as follows: "I dont no wot hez kum over awl uv us, fer we old fellers kin remember wen the fellers with reel ambishun looked fer sumthin wear they wuz a chanct to go further than in govmint employ. Sum fellers even maid sum money on the farms, end in busyness they wuz sposed to be a lot uv money. But neuadays wot most peepul seam to want is a offis job wear they set with their feet on a desk end giv orders to sum one else."

"Thet kin uv thing aint goin to git the countree anywars. They hev got to be mor wurkers. If we awl git to be govmint employes they wont be ennyone to support us end we will awl hev jobs end no pay. Maybe sum uv the peepul want us to go like Russia. Thair, so I am tole, everyone wurks fer the govmint end if they dont wurk they dont live. So I gess



MR. B. WISE

B. WISE says:

Something seems to tell me that firms might profit more were they to plan their advertising and sales efforts according to the amount of business they want to do this year, rather than by that which they did last year.

we better fergit the govmint jobs fer a wile end go out end do sumthin fer ourselves. They is lots uv farms that need to be wurked. They is lots uv wurk but the wages aint ez hi ez they ust to be end we hait to wurk fer less then we think we air wurth but ef we dont wurk they will kum a day wen we will hev no choise end we will hev to do ez the govmint tells us. Then we will likely hev sum dictatur to say wurk er die. End then to, if we tawk to mutch it will be bad fer we will be put in jail er sumthin like thet. So I gess I better zit to wurk meself fer if we go rursian I wont even be abel to kum in heer end gas off to yew. So I think I better be-gittin back to the Washademoak wear I kin milk the cows end cut sum wood end keep things goin even if I dont make mutch out uv it. Wall s'long. I'll be seen yew."

CLIPPINGS

A VERY SERIOUS PROBLEM

(Calcutta Statesman)

The real problem before India can perhaps be best summed up in the words "they do not get enough to eat." Writing some two and a half years ago Dr. Hutton expressed the opinion that the point had not then been reached at which the ability of India to feed her occupants had been seriously taxed. The real difficulty is that apart from the law of diminishing returns, the ability of agriculture to provide an occupation is limited; that by far the greater proportion of India's increase has occurred in the population represented by Sub Class 1 of the Occupation Table—agriculture and allied pursuits. As it is, farming in India is unscientific enough; the more

the population increases, the greater the likelihood of excessive subdivision leading to reduced production on account of uneconomic holdings. Little can be hoped, as Dr. Hutton wrote, from artificial methods of birth control in a country "where the vast majority of the population regard the propagation of male offspring as a religious duty and the reproach of barrenness as a terrible punishment for crimes committed in a former incarnation."

ALLIED INDUSTRIES

(Johannesburg Times)

A lecturer recently said: "The South African farmer should be made to realize that it is often in his own interest to support, politically and otherwise, industries other than his own. Indeed, the careful and co-ordinated development of mining, manufacturing and commerce, by creating markets for his produce, might well relieve the farmer of his burdens more effectively than many measures of direct relief." South Africa, in fact, as the leading mining country of the world, with vast resources still untouched, is in the wonderfully fortunate position of being able to use mining as a basis, not for subsidizing and bolstering up agriculture and manufacturing by methods that must eventually recoil upon the very industries they are designed to encourage, but for developing those industries on sound, progressive, commercial lines. No other country has such splendid opportunities. Let us see that we make the most of them.

NOT SO EASY NOW

(Singapore Free Press)

Inspired, perhaps, by her success in Manchuria and urged on by a growing desire to extend her influence in a country where she will reap nothing but hatred and opposition, Japan is attempting to establish a second Manchoukuo. Though the Japanese may probably force their wishes upon China, by a diplomacy which only knows the method of the mailed fist, it is highly unlikely that they will attain the same success as in Manchuria, where there was already considerable discontent with the Central Government and resentment at being treated merely as the treasure chest of China. In addition, the suzerainty of Nanking in Manchuria was slight compared to that which she holds in the five provinces of Shantung, Hopei, Charhar, Suiyuan and Shansi.

"ENLIGHTENED SELF-INTEREST"

(The Times of Ceylon, Colombo)

The Australian Government has imposed a protective tariff which amounts to as much as 3d. a lb. on desiccated nut. The severity of this impost is enhanced by the fact that formerly the duty on coconut imports into Australia was nominal. The effect of the duty was immediately reflected on the Customs returns. Up to about 1929 Ceylon used to export something like 37,000 cwt. of desiccated nut to Australian markets. Now the figure has declined to less than 2,000 cwt. Similarly the export of fibre has fallen away. The tariff is, of course, not the outcome of any animus but is solely dictated by the anxiety to promote the interest of the territories for whose welfare Australia has a special responsibility.

It takes all kinds of people to make a world. Some would rather pick flaws than flowers.

ALCOHOL!

