

THE HOME OF
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THURSDAY MORNING, JUNE 23, 1927

EDITORIAL

The World's Largest Grain Elevator

Work has commenced on the construction of a 5,500,000 bushel capacity elevator for the United Grain Growers of Canada, at Port Arthur, at a cost of \$2,000,000 and is to be completed by February, 1928. This elevator will be the largest single working elevator, constructed in one unit, in the world. It will have a frontage on Thunder Bay at Current River, Port Arthur, of 600 feet, and a depth of 1,400 feet. The building will be of all concrete construction, and will consist of a work plant and 500 concrete storage tanks. A dock adjoining the elevator 1,000 feet long will also be built.

It's a Great Experience

Who meets more strange people than the newspaperman? One man gets behind a year or so with his subscription and then decides to pay up and he adds a couple of dollars extra to his cheque to pay for a year in advance. Another will accept the paper for three or four years without considering payment and then when he insists on a reckoning will consider he is being harshly dealt with and abuse the editor in good style. If this class would only play fair they would see that it would be nothing but right to double the amount of their remittance. If the editor has carried them three years without pay they, in turn, should pay for their paper three years in advance to even matters up. Probably there is no business in Canada to-day that is being run with so little margin of profits as the weekly newspaper business and when a few customers who have been accommodated by the editor refuse to pay up it reduces the margin of profits to the vanishing point.—Collingwood Bulletin.

Canadian Fruit Crop Prospects

The Bulletin issued by the Dominion Department of Agriculture last week gives the following report on the fruit crop prospects for this year: "Weather conditions throughout the fruit growing Provinces have been cool and wet, resulting in a backward spring, which is generally eight to ten days later than normal. June 1 conditions, which are based entirely on blossom prospects, indicate a commercial apple crop of 3,767,300 barrels as compared with 2,984,230 barrels or 128 per cent. of 1926, or 15 per cent. increase over the five year average of 3,270,220 barrels. There is no doubt the above figures will be materially changed once the fruit set is known and the June drop completed, but the present outlook was never more favorable for a good crop of apples, especially in the Eastern Provinces. Other fruits promise to be from fair to good crops. Comparing with 1926 strawberries will be a larger crop, the increase being made up principally in British Columbia, where there is a larger bearing acreage. Pears are estimated at 60 per cent. in British Columbia, and 200 per cent. in Ontario; cherries, sour and sweet, are light, being 60 per cent. in British Columbia, and 50 per cent. in Ontario; peaches are 85 per cent. in British Columbia, and 100 per cent. in Ontario."

Pedestrians Human Beings

The pedestrian is at least recognized as a creature with traffic rights. Heretofore the chief regulations of traffic have been in the interest of vehicular traffic. Everything has been done to expedite motor traffic, but the poor pedestrian has been left to save his own skin—or break his neck when it comes to crossing the street. The courts have ruled that cities are enacting traffic ordinances giving mere walkers the right of way over vehicles at intersections where there is no traffic officers or traffic control system. Drivers are required to slow down, or stop if necessary in order to permit pedestrians to cross. This is a victory for the principle that walkers also are human beings. If the rules can be enforced, taxi drivers will no longer be able to bear down on innocent pedestrians with ferocious glees and force them to leap like kangaroos or die the death of a traffic victim. The principal remaining danger for walkers is, therefore, at those protected corners where automobiles are permitted to make right and left turns through the pedestrians rightfully crossing the "closed" streets. Chauffeurs still may show their scorn for the man on foot by coming up behind him when he thinks he is safe and blowing the horn with such vehemence and at such close quarters as to impel the pedestrian to instinctively make a running broad jump for the curb. Unfortunately, about as many motorists violate the rights of the pedestrian as there are pedestrians who violate the rights of the motorist.—Kingston Whig-Standard.

Do We Have the Courage?

Do we have the courage, or the sense, to face our own shortcomings, to admit to ourselves and to all concerned our errors and mistakes? If we do not have, there is little chance that we shall ever be much better equipped to fight our battles than we are today. Only obstinacy and vanity air-draws upon the chariot of progress. Unless we cut them loose we do not get very far. The same truth holds for the individual, the group, the community, the nation. History is replete with instances of fine heads battered against the impenetrable wall of unalterable fact, of fine causes lost by enthusiasts who clung tenaciously to original error, of cities stunted because they were too proud to change their habits, of nations wrecked upon the shoals of their selfish desire. There is no shame in admitting failure or mistake, either to ourselves or to observers. We cannot long delude those who watch, and they will respect us the more highly if we frankly confess, when we miff the ball, that it was our fault. As long as we are not too vain to face the facts of our conduct there is hope for us. But we will never be useful to our teammates in life as long as we hypnotize ourselves into belief that we have made a home run with the bases full after we have just struck out.

Do Not Judge Too Quickly

Most everyone of us has the habit of judging too quickly. The thing on the face of it may appear to warrant the judgment given, and in these days of quick action a speedy decision is very necessary in a multitude of cases. But if the decision is not going to benefit anyone greatly and is going to be detrimental to many, wouldn't it be just as well to withhold our verdict for a while, and wait and see if we were justified—and had all the facts—plainly before us. Numbers of times you will notice citizens devoting their time and energy to promoting town work and doing it in the way they see best to do it, and doing it with a conscience and foresight not for their own welfare. Their methods may, to the casual observer, appear crude and not proper. But do not judge him until you have studied the situation from his angle as well as your own. If you have a bit of helpful criticism, offer it to him so that he may use it, but if your criticism is merely fault-finding, it were just as well left unsaid. There are always points in any town that appear slow in materializing, to the average citizen, but when the facts become known the judgment of these men will be entirely reversed. We are sure. Withhold your opinion unless you are thoroughly acquainted with all the details.

Publishing a Newspaper

A daily paper in a city in the United States has offered to turn over its plant and staff to the city editor, and let them get out the paper for one day. We have a great respect for the clergy, and their mental ability, but we would not like to have to interpret their mental attitude toward things in general during that eventful day. Getting out a newspaper may appear an easy task to those who know nothing about it, we would suggest to those who are so free in their criticism of what a newspaper should be to sit down and compose, off hand, a couple of good live editorials, a column of comments on general affairs, and write up a few local happenings. Just do this once, and when you are through, start in to repeat the work, only with new subjects to deal with, and now happenings to record. By that time you will appreciate to some extent, what it means to be an editor of a newspaper. But, if you want real work, add to the already mentioned the looking after the business and financial end of the business, keeping the office well supplied and the wages paid, and then you will have some little idea of mental torture that only those to the manor born are able to stand up under long. If you don't care to accept our word for it, just try it and learn for yourself.—Winchester Press.

Crop Report

The Bank of Montreal gives the following report of crops throughout the Dominion the past week. Their information is gathered from their branch managers and compiled at the head office. "Weather and soil conditions are favorable in the Prairie Provinces and the growth of the grain crops satisfactory. In Alberta, the wheat crop has almost overcome the handicap of late seeding and is now progressing rapidly, with ample moisture and no damage from hail or pests. Good headway is also being made by crops in the other Provinces. Now that the wheat seeding has been completed, the estimate is that the acreage is less by 10 per cent. to 15 per cent. as compared with last year, but there has been some increase in the acreage sown to coarse grains. In the Province of Quebec, constant rains and cool weather have retarded farm operations, and offset to some extent the early opening of work on the land afforded by prematurely warm weather in April and early May. In Central and Southwestern Ontario, satisfactory conditions have prevailed during the past month, but in Eastern Ontario, continued wet weather has seriously delayed farming operations, and seeding is not yet completed. In the Maritime Provinces, average conditions prevail, except in New Brunswick, where rain and cold have kept the season late. In British Columbia, where the season was late, ideal growing weather now prevails, and crop prospects are much improved.

EDITORIAL NOTES

Well the Diamond Jubilee, for which we have all looked forward, is only a week away. Let's hope that good weather is granted for the three days.

Judging from the papers the Government Control System is not pleasing every one. The prohibitionists find it isn't curing the liquor evil; the brewers aren't selling beer in large enough quantities to suit them, and the drinkers complain that prices are too high.

Ex-Kaiser Wilhelm says he cannot go back to Germany because to do so would be to recognize the Republic. The Border Cities Star notes that there is also the danger that somebody might recognize Wilhelm.

On June 27 a new train service on the C. N. R. gives Acton an additional train going west in the morning. If this was made a mail train it would indeed prove a great convenience and span the gap in western mail service between 7.45 a. m. and 5.10 p. m. very nicely.



SIR JOHN A. MACDONALD
Canada's First Premier, whose term of office began shortly after Confederation, the 50th anniversary of which is being observed this year.

With the growth of Canadian Confederation, the memory of its first Premier seems to be more clearly outlined against its historical background. His wide-mindedness and his remarkable statesmanship will be famous for all time. He was a bold champion of Canadian Union, an upholder of empire with the Mother Country, and, notwithstanding his later relations to the wider political theories, was a firm upholder of established institutions. And his integrity is such that, at the end of a lengthy career, he was a poor man.

An able negotiator, a subtle and far-sighted chief, Macdonald was the man for such an unenviable period. But he did more than secure victories in Parliament; he was the virtual ruler and leader of the people. He recognized the enormous wealth of the vast Northwest Territories, and his purchase of this stupendous area from the Hudson's Bay Company at the comparatively small cost of \$2,300,000 was a splendid piece of statesmanship. He sponsored the building of the Canadian Pacific Railway, which opened the prairie to eager and earnest settlers, and was largely responsible for the admission of British Columbia into Confederation. To him also may be attributed the tariff policy which successive Governments have adopted with or without modification.

Macdonald's spirit of conciliation helped him a great deal in his relations with French-Canadians. He is quoted as having said that "Canada could not be governed without their help." Though Queenston; he was ever ready to give satisfaction to his colleagues from Quebec, resulting often in decisive majorities in this regard. Similarly, he won the friendship of Joseph Howe and of the Nova Scotian senators, by means of whom economic conditions which surrounded all these negotiations.

Born in Glasgow, in 1815, John A. Macdonald came to Canada, with his family, in 1820, and settled in Kingston, where he attended the Grammar School until he was 15 years of age. He then entered a lawyer's office, and was admitted to the bar when twenty-one. He practised for eight years, at the end of which he was elected to the Canadian Legislature as a representative of the Kingston constituency. He was a member of the cabinet from 1857 to 1891. In the year 1847-48 he acted as Receiver-General in the Despatch administration, and, in 1857, became Prime Minister in the Ontario-Macdonald Government. In 1864, when the Tache-Macdonald cabinet met with defeat, he very energetically advocated the "Great Coalition" movement, which paved the way to Confederation. George Brown having resigned, in 1865, Macdonald was the accepted leader in the preliminary movements which led to the passing of the British North America Act in 1867. This Act gave birth to the New Dominion whose Premier still was Sir John. He remained in power until he died, save during the five years of the Alexander MacKenzie administration.

History will be indulgent to Sir John A.'s weaknesses, by acknowledging the eminent part which he played in the making of a new Canada. He endeavored to build for the future, and to unite the different elements which composed the young Canadian nation, whose life was only budding.

SHE MADE MATTERS WORSE

"They say country folks are too blunty," remarked Miss Lamson, "but you give me a hint one every time. Instead of one of these folks that think 'she has so much tact she'd better be silent' something of other people's edges."

"That Miss Frouthy boarding over to the 'Wills' home here?" inquired her brother, solicitously.

"Yes, she had," snapped Miss Lamson. "She came yesterday, bringing that young woman from Boston to see our old china and so on."

"She was a kind of a blundering girl, and when she asked me if father made that hundred-and-twenty-five-year-old high-boy, and if the china that I'd told 'em was over eighty-five years old to my knowledge was one of mother's wedding present, it kind of tickled me."

"But in some that Frouthy woman alone today, saying she felt she must apologize for her friend. That she was very young and hadn't any appreciation of relative ages, and of course I was perfectly absurd for any one to talk that way, with my hair still thick on my head, and a lot more talk like that."

"I endured it as well as I could, and thanked my friend good intentions, but I can tell you that whereas I had a good laugh yesterday and felt quite young and 'bum,' today I feel old enough for father to have made that high-boy, and had a few years to spare besides!"

OVERREACHED HIMSELF

"The outspoken and disagreeable traveler does not always have it his own way," The Montreal Gazette gives an instance in which the rudeness of such a man very quickly wrought his complete discomfiture. The man turned to another passenger, who was sitting by an open window, and said: "Excuse me, sir, but that open window is very annoying."

"I'm sorry," said the other one, cheerfully, "but I'm afraid you'll have to grin and bear it."

"I wish you'd close it."

"I should like to accommodate you, but I'm afraid I can't."

"Do you refuse to close that window, sir?"

"Certainly do."

"If you don't close it, I will."

"I bet you won't!"

"If I go over there I will."

"I'll give you odds you won't."

"I ask you once more, sir, will you close that window?"

"No, sir, I will not!"

"Then I will sit!"

The infuriated passenger gets on his feet. He looks threatening.

"I'd like to see you do it."

He places his hands on the objectionable window. "I'll show you whether I will or not, sir!" Then he hugs at the window.

"Why don't you close it?"

The disagreeable passenger gets red in the face.

"—It appears to be stuck!"

"Of course it is! I tried to close it before you came in."

Keep Your Eye Peeled for OLD and ODD COINS of all currencies and countries. There are many coins in circulation and lying around in drawers that have great value. For example—the copper penny, dated 1832, with the Bank of Montreal on its face is to-day worth \$12.00. It is not so much the age that counts—it is the scarcity of particular coins of certain dates.

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