DURHAM CHRONICLE

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Whosoever is afraid of submitting any question, civil or religious, to the test of free discussion, is more in love with his own opinion than with the truth.—WATSON.

Thursday, March 19, 1925.

THE SHIPPING COMBINE

The proposal of the Ottawa Government to subsidize the Peterson line of steamers in an effort to break the Atlantic Steamship Trust would be farcical if it were not so serious. The Peterson line, a small one, would have about as much weight in transatlantic shipping circles as a gnat at a bull fight.

Granting that W. T. R. Preston's report on the combine is correct, and that the freight rates westward from Europe are exhorbitant, there are still other points in the situation that need to be explained. Money in the shipping business is made out of Montreal and New York eastward, carrying the surplus of the North American hemisphere to overpopulated Europe. Being self-supporting, or nearly so, the North American continent needs little of Europe's manufactured goods, with the result that there is little westbound freight to be picked up at European ports, and shipping has to make the the westward trip practically in ballast. This is what is mostly responsible for the high rates, together with the increased cost of everything else used in connection with shipping.

According to the latest statistical reports, there were 50,000 more tons of idle shipping in the port of Liverpool at the end of December than at the end of October, the idle tonnage at Hull increased by 39,000, in London by 30,000, in Glasgow 28,000 and in Bristol 10,000. And this despite the exhorbitant freight rates as charged in the Preston report!

The true facts of the case are, we think, that shipping, like other business, is *slow*, and, with the overhead going on, steamship companies must either raise their rates or go bankrupt.

No doubt all of us would like to see shipping charges reduced, but we think good business judgment should be used in an effort to adjust the matter. The main question Canadians must ask themselves is: "What right have we to subsidize any steamship line because business is dull?" If the "combine" rates are as exhorbitant as the Preston report would have us believe, why has the Canadian Government Merchant Marine, a member of this combine, not made a profit insted of a deficit?

FOOLING THE PUBLIC

Now that spring is nearly here and the cars will soon be running, mail order houses will commence quoting tire prices that will make the average small-town garageman look like a war-time profiteer to the motorist whose investigation ceases with the scanning of the price-ticket. And the fun of it is that there is no use arguing with him. Mail order houses give you what you pay for—sometimes—and no more. There are as many grades of tires manufactured as there are grades of coal on the market, and they're both worth just about what you pay for them, and no more. A tire for which you are charged ten dollars is probably worth it, but for a motorist to purchase a tire at this price from a mail order house and expect to get the same value as he would out of a fifteen-dollar product is utter nonsense. While it may be true enough that some of these tires occasionally give good service, the majority are a source of annoyance and cussedness from the start, and the purchaser, if he would only admit it, knows he is stung in the first two hundred miles.

Mail order houses are not in business for their health any more than anybody else. They make a profit on everything they sell, and they, no more than anyone else, can undersell ordinary retailers from fifteen to thirty per cent and give the same value.

WELL-DESERVED NOTORIETY

Bath, a little village on the Bay of Quinte, near Belleville, with a population of 350, has of late sprung into prominence in the historical life of Canada, for it was here, it now appears, that the first steam vessel to sail the Great Lakes was built in 1816. Editorial interest in this event naturally runs high in THE CHRONICLE office, for it was in this village, and within a stone's throw of the mighty St. Lawrence that the editor of this paper first saw the light of day.

Mrs. Lucretia Bleecker Finkle was the woman to build the first steam-propelled vessel, and the subsequent developments read like fiction from the small start of one hundred years ago to the present day, for the Canada Steamship Lines is but a continuation of the small start made in Great Lakes navigation. The recent unveiling of a memorial was attended with great pomp and ceremony and was given prominence in many Eastern Ontario papers.

And why shouldn't Bath be proud with two such great honors thrust upon her?—the mother of steam navigation on the Great Lakes, and the birthplace of the editor of this great family journal!

NOTES AND COMMENTS

Durham has one thing at least to be thankful for. She isn't troubled much with public meetings of "fad" religions so prevalent in some other places.

Who doubts spring is near? The boys are playing marbles, the girls are out with their skipping ropes and already the rush for auto license markers has started. The present cold snap can't last much longer.

One reason for the scarcity of money and the consequent quiet times may be that too much attention is paid to improved wireless stations, new closed car models and kindred non-essentials. Wireless and closed cars are nice, but they can't take the place of many of the old-fashioned comforts we enjoyed before the spending craze hit us

Walkerton Town Council has decided to resurrect the war memorial from the back yard of the Town Hall and have it fittingly placed. Durham Town Council might well "go thou and do likewise."

CRISP COMMENT

Cars with self-starters often have cranks on one of the seats.—*Brandon Sun.*

If Espanola is ever to get anywhere, now is its chance to start in on cross-word puzzles.— *Indianapolis Star.*

A girl may be a perfect dream and still be unable to stew onions without burning them.—*St. Catharines Standard.*

Some of them are planning to support their car in the style to which it has been accustomed.—*Brandon Sun.*

An unfailing evidence of the breakup of winter has arrived. The ladies are wearing the spring hats. —*Chatham News.*

Koreans are wed by just shaking hands. That may explain the similar ceremony before prize fights.—*New York World.*

Just now the most popular local ailment is mumps, and many Hamilton children are having a swell time.—*Hamilton Herald.*

The cross-word puzzle is the first thing that has convinced some people that an education really pays. —*Little Rock Gazette.*

A new fraternal society is to be called the Hidden Empire of the Midnight Sun. There are a lot of midnight sons who might be eligible for membership.— *Peterboro Examiner.*

Samuel Vauclain states the position of most busy, successful men when he says he has never had time to become a pessimist.—*Chicago News.*

The folks on the farm used to turn in at 9 p. m. Now they tune in.—*Brockville Recorder.*

Young people are no worse, today than they used to be, but they happen to get more publicity.—*Kingston Standard.*

A sign in a Denver library reads, "Patrons will kindly refrain from asking clerks to serve dictionaries." —*Vancouver Province.*

A headline says a hip liquor case was kicked out in court. Hope nothing was broken.—*Buffalo Post.*

Because of its strength, the 4.4 per cent beer might well be called the "Big Four."— *Brantford Expositor.*

The reds are said to be active among the yellow races, which may give that part of the world a burnt orange tinge.—*Chicago Post.*

The Newfoundland Government announces abolition of the income tax. Someone should send a marked copy to Ottawa.— *Border Cities Star.*

Scientists say now that they can interpret dreams. Is this a twentieth century wonder, or just catching up with the Old Testament.—*New York Sun.*

A Kentucky jury has awarded a woman one cent a piece for 400,000 stolen kisses. The wholesale price, obviously.—*New York Herald-Tribune.*

The woman who trims her own hats is less likely to be trimmed.—*Hamilton Herald.*

Young people would have less objection to eight hours' sleep if it didn't keep them at home.—*Toledo Blade.*

Liquid assets prove very efficacious at times, and so it is with Ontario Government Liquid Taxes. —*Brockville Recorder.*

The old cry of "Get a horse" seems to be "Get a pedestrian."—*Life.*

St. Thomas claims a 21-year-old canary. He's a bird! — *Border Cities Star.*

GAS TAX IS A JUST TAX

Representatives of the Ontario Motor League say that the abandonment of toll gates implied abandonment of the principle that roads should be paid for by those who use them. In this the league is in error. Toll gates were abandoned because their upkeep involved a wastefully expensive method of collecting revenue for the purpose of meeting the cost of maintaining highways.

The principle that those who use should pay is a sound one and is being applied in part, at least, in a new way, to meet the cost of providing the improved roadways that motor cars made necessary. The license fee has proved wholly insufficient and the proposition is to put a tax on gasoline as a means of supplementing the revenue from motor traffic. That this is an eminently fair method if raising the particular revenue needed is clear from the fact that the use and wear of roads is largely measured by the amount of gasoline used in motor transport.

The only question is as to whether the proposed tax is or is not excessive. To that question a sufficient answer is given in the public accounts of the Province. These accounts show that in the three years ending with 1923, the Province spent over $55,000,000 on roads and received approximately $10,720,000 in license fees from motor owners who practically monopolized the highways on which all this money was spent.

It is quite clear, therefore, that the motor revenue received by the Province is far short of being sufficient to meet the cost of building and maintaining highways for the use of car owners. That by far the greater part of the necessary outlay should be met by owners of cars is self-evident. A tax on gasoline will apportion this cost in proportion to the use made of highways by motor owners. Premier Ferguson should not be deterred by the selfish clamor of joy riders who want others to pay for their pleasure and comfort. —Farmers' Sun.

DEGREES TO FLATIRON EXPERTS

Nothing in life, according to modern ideas, is worth doing unless it is necessary or at least possible to go to some sort of school to learn how to do it. This, at least, is the principle on which the united laundresses of Paris are working in a final effort to revive the prestige of a profession which seems to be losing its appeal to the modern young woman. They are going to found a school for laundresses.

With the example of Mme. Sans-Gene, the delightful washer woman who so appealed to Napoleon, always before them, the united laundresses feel they have a calling which should attract some of the few hundred thousand young Parisiennes who work as stenographers while waiting to get into the movies. The advantages of the laundry are numerous, they say; agreeable and healthy work, no idleness, high salaries. A good ironer may earn thirty francs a day.

All Paris is watching the experiment of the school with ill-concealed nervousness. It is almost the final hope for the future of French laundries. If the young women of the country do not respond, say the French papers, there are only two alternatives: either to wear paper linen, or, like the Americans, to import Chinese.

A Revival of Cricket

After years of quiescence, the good old English game of cricket is coming into its own in London and throughout Western Ontario. Time was when most of the smaller towns and even villages in Western Ontario had their cricket teams, while London produced some of the finest cricketers in Canada. Old-timers still tell of the day when Hon. Charles S. Hyman, that premier sportsman, by a sensational one-handed catch, retired the great Grace when he played here with a touring English team.

Then cricket died out to make way for the faster and more exciting game of baseball. London for years was without a cricket team, while only in an odd centre was the game kept alive by a few enthusiasts. Now the English pastime is being revived, and this year there will be no less than three local teams in the Southwestern Ontario Cricket League, while cricket in Woodstock, for instance, has almost displaced baseball as a summer sport.

It is the habit on this continent for smart sport writers to poke fun at cricket as being slow and leisurely and to satirize the English habit of stopping in the middle of the afternoon for tea, but the fact is that there is no better game played than cricket and no game which develops the very best spirit of sportsmanship. The highest tribute that can be paid to a man is to say that he "plays cricket," which is synonythe world over with all that is fair, square and above board.— London Free Press.

A Tidy Ball Player

The new ball player had a wife whose hobby was orderliness. She had never attended a ball game, but finally when a crucial game was to be played at the home town, he persuaded her to attend and got her a good box seat.

At a critical point in the game, the husband player came to bat. After two strikes had been called, he slammed the ball over the centre fielder's head, and throwing away his bat, started to run the bases. Before the fans realized that a hit had been made, the wife stood up in her place and called out: "John! John! You come right back and put

SOCIAL AND PERSONAL

Hon. Dr. Jamieson was home from Toronto Friday.

Mr. A. S. Hastie is attending the funeral of his uncle, Mr. Robert Hastie, at Gorrie today.

Mr. and Mrs. George Harron were visitors in Stratford last week where they purchased a home. They intend leaving Durham for Stratford on Monday or Tuesday of next week.

Messrs. F. C. Kelly and B. L. H. Bamford of Listowel were week-end visitors at the home of Mr. and Mrs. George Harron.

Mr. and Mrs. Gordon Fisher and little daughter, Pearl, of Holstein were visitors over the week-end with Mr. and Mrs. G. S. Campbell.

Miss Clara McCrae, who is a student at Stratford Normal, spent the week-end with her parents, Mr. and Mrs. Hugh McCrae.

Mr. A. W. H. Lauder is spending this week in Toronto and London.

Miss Sadie McGillivray of Toronto spent the week-end at her home in Glenelg.

Miss Elizabeth Byers of Parry Sound is visiting ferinds in town.

Mrs. Dalton, Miss June Moorhead, Toronto, and Miss Moorhead of Palmerston, were guests of Mr. and Mrs. Robert Moorhead.

Mr. R. Wright of Hanover, Inspector of Public Schools for South Grey, is in town this week in his official capacity.

Mr. Graydon Moorhead has taken a position with the C. N. R. at Toronto.

Courtesies of the Street

Nothing contributes more largely and at less expense to the general enjoyment of street traffic, whether on wheels or on foot, than a little kindly thoughfulness. If the golden rule were generally observed, there would be little need for any other, beyond the right-of-way and the regulations for meeting and passing. This line of thought was suggested by the sight of a car swishing along a slushy street, as near the speed limit as it was safe to venture, spraying sidewalk, and if it happened to get too near the sidewalk, anyone unlucky enough to be passing. This is an exceptional case. As a rule, however, there is too little consideration for the other fellow all round and all the time.

The bulk of the people still walk, a few it may be by choice, the rest of necessity. There is nothing more distinctive of the true gentleman or lady than courteous consideration for those who may not be as well off. And there is nothing that tends more to irritate and arouse antagonism than the want of it.

For all that may be thought to be gained by rush in this age of rush, there is much more lost in many ways. Not because the law requires it or for fear of the penalty, but just because it is the better way, all the safety-first precautions should be strictly observed by all who drive and all thoughtless or vexatious hindrance of the street traffic avoided by those who walk. Kindly and watchful co-operation between drivers and walkers will go far to make the street safer and pleasanter for both, without detriment to business.

And, while on this line, is there any reason why those who walk should not be more considerate of the general convenience in their use of the sidewalks? How often are three or four seen walking abreast and practically monopolizing the walk! How common it is to see a little bunch chatting together where the stream of others has to divide to get past either way! The jay-walker has been pretty well jeered off the street, but still persists on the sidewalk. Is there any reason why the rule of the road for meeting and passing on the street should not be observed by those on the walk also? It would greatly facilitate the traffic if it were. Keep to the right, and at any intersection, give the one on the right the right-of-way on the walk as on the street.—Owen Sound Sun-Times.

A COUNTRY CEMETERY

(By Alexander Louis Fraser)

Though once they owned all these paternal hills
That bask their spacious uplands in the sun,
How small a space it is that each one fills,
Now that his day is done.

'Twixt birth and death, 'tis true, some wandered far
From the old home to see earth's wide domain.
But in this acre many gathered are
About her knees again.

While some with Luxury abode, and some
Where pining Want and restless care were found,
All on one level meet when here they come
To mingle with the ground.

We find where each one lived, another name,
And other feet pass through the well-known door;
But the old world is busy just the same,
Though it knows them no more.

DURHAM MARKET

Corrected March 19, 1925.

Live Hogs	$12.75
Wheat	1.30 @ 1.35
Oats	.40 @ .45
Barley	.65 @ .70
Buckwheat	.65 @ .70
Peas	1.00 @ 1.10
Mixed Grain, per cwt.	1.40 @ 1.45
Hay	10.00 @ 12.00
Eggs, Firsts 25; Seconds	.20
Butter	.30
Potatoes, per bag	.50
Hides	.05
Sheepskins	1.50
Chickens	.15 @ .25

THE PROHIBITION MENACE

According to Prime Minister Taschereau of Quebec, the prohibition movement in that province is not dead but only quiescent and may spring into activity at any moment. This was the warning that he sought to impress upon a liquor delegation which waited upon him recently asking for a loosening up of the Quebec law.

The Premier told the delegation frankly that he did not think any serious amendment could be made to the Quebec liquor law without starting a campaign. He said:

> The prohibitionists are not dead. Quebec, not so long ago, gave a majority for prohibition.

Another member of the Government, Hon. Mr. Perron, followed and said that any further concessions to the hotels would mean the awakening of some strong organizations which were quiet now but were still ready to start a fight.

According to the Montreal Witness, he said that:

> he would not be surprised if, on the least leak being allowed in the present Quebec system, a wave would sweep from Ontario to Quebec, and once more prohibition would be enacted. He would not be surprised that if the Quebec law was not maintained in its present force, Premier King would be asked to enforce prohibition throughout the Dominion.

These Quebec politicians are tremendously right. The liquor interests throughout Canada had better watch their step. Indeed, the time is almost, if not quite, here, when even the present situation will be recognized at utterly intolerable and Canadian citizens who seek their country's welfare will recognize what an enemy to progress and betterment, the liquor traffic in any form, is and will swing into a great nation-wide campaign to forever end this great evil.—The Pioneer.

Our Pending Ship's Subsidy

The indications are stormy weather for the Peterson ship subsidy contract in and about the House of Commons and the Senate. Just what Sir William Peterson and his ten ships can deliver for an annual subsidy of £275,000 per annum is a question. For instance, if there was such a whale of a lot of money in Atlantic shipping under the rules and regulations of the North Atlantic Conference, as implied, if not stated, by W. T. R. Preston, how is it that the Canadian Government Marine, up till recently a member of the Conference, did not get a slice of these profits in place of running the country into debt each year as has been the case. And one might also ask if ship operation is so profitable, why is it that the United States fleet is tied up and without employment, and why the Australian Government mercantile marine is going to the highest bidder for the same reason.

As we take it, one of the first principles of shipping is service. For instance, shippers can no more afford to have their goods warehoused week in and week out, awaiting ocean transportation facilities, than can the steamship companies afford to have their vessels in port for indefinite periods awaiting cargo. In both cases, service is the essence of the contract.

Freight tonnage to and from Canada is also a very important factor. If a ship sails, we will say, from Liverpool for a Canadian port with little or no cargo, loads here a full cargo and proceeds on her way back to a European port, her expenses in proportion to her earnings for the round trip are infinitely greater than if she carries af ull cargo in both directions. In one case, she might make money, in the other case, she would lose. Shipping empties on either land or water is expensive business, as the railways realize as well as the steamship companies.

These phases of the situation naturally bring up the question as to whether or not Peterson and Company, neither a strong nor a large corporation, in comparison with many others that might be mentioned, is in a position to obtain from European ports any considerable share of the none too plentiful west-bound freights. In this connection, it must be remembered that the companies composing the Atlantic Steamship Conference are highly organized and presumably in a position to pick up their full share of whatever is going in the way of west-bound cargo.

Unlike land transportation, the seas are free to all who would use them. There are no permanent rights of way, there are no franchises. A ship is launched, she is properly registered, her house flag hoisted, and she is ready for business the world over. Be she Norwegian, British, French or what not, the seas are free, and the ports of the world are open to her. If a free lance, that is to say a tramp, she is attracted where cargo is plentiful and freights high, but her infrequent calls and her haphazard goings and comings, unless specially chartered, makes her a negligible factor in the great ports of the world. The strength of the Steamship Conference lies in the fact that their ships go where they are wanted, and it remains to be seen how far Peterson and Company can fulfill these conditions.—Toronto Saturday Night.

Shelburne May Get Quarry

Mr. W. C. Hall informed us on Tuesday that the company negotiating for his stone quarry property east of Shelburne had tested the depth of the rock formation with a core drill and had satisfying results. The company will make their decision as to purchasing some time this week. The development on the scale proposed would mean a good deal to Shelburne, and the proceedings are being followed with interest.—Shelburne Economist.

A Giggle From Germany

"How do you find marriage Fritz?"

"During courtship, I talked and she listened. After marriage, she talked, and I listened. Now we both talk, and the neighbors listen."—Boston Transcript.

BORN

Boyce.—In Bentinck on Monday, March 16th, to Mr. and Mrs. Edgar Boyce, a son.

Robins.—In Egremont, on Sunday, March 8th, to Mr. and Mrs. Peter Robins, a son.

Shilrod.—In Glenelg on Thursday, February 26th, to Mr. and Mrs. C. Shilrod, a daughter.

Specials In

Dinner Sets

97-piece Gold Band Dinner Set This week for $24.50

97-piece Dinner Set, Blue Border with Basket of Roses. Reg. $35.00, for $30.00

97-piece Gold Band Dinner Set with Black Border. Regular $37.00, for $32.00

39-piece set of good, everyday Dishes, the Clover Leaf pattern, for $5.39

Pyrex Custard Cups, each 25c

The Variety Store

R. L. Saunders, Prop.

Get Your Grass Seed Now

A LARGE STOCK OF SIMMERS' NORTHERN GROWN

Alfalfa
Alsike
Red Clover
Timothy

All Government-tested Seeds

GARDEN SEEDS

4 10c. Packages for 25c.

Cross & Sutherland Hardware Co., Limited

Durham, Ontario

CROSS-CANADA HAPPENINGS AS TOLD BY TELEGRAP

News From Halifax to Vancou
Boiled Down and Tersely Told.

Thursday

Charged with forging endor
ments to four cheques totalling $
Sidney E. Smith, accountant in
Public Works Department, was
raigned in Ottawa Police Court
terday morning and remanded fo
week on $2,000 bail.

That Hon. William Pugsley, wh
death took place a few days ago
Toronto, died without leaving a
was stated yesterday by one
was in close touch with the late
Pugsley. Application is to be m
for administration of his estate

An inquiry into the destructio
the Canadian Government Merc
Marine steamer Canadian Navig
which was burned to the wa
edge at Barbadoes on Tuesday,
ruary 17th, will be held at St. J
N.B., today by Captain L. A. D
ers, Canadian Wreck Commiss

Twenty-six inspectors are
ployed in Canada by the Fe
Government, and their com
salaries in the present fiscal
amount to $42,112, it was stat
the House of Commons yesterd
answer to a question.

The liner, Empress of Aust
arrived at Victoria from Yoko
Tuesday night. Her cargo inc
1,600 tons of Chinese cotton,
largest single shipment of this
acter ever sent from China to
ada. She also carried nearly
bales of raw silk valued at
than $4,000,000 for New York.

During the last ten years
Hudson's Bay Company ha
granted 98,059 acres of land
land is in the Prairie Provin
Northwest Territories. Of th
42,836 acres are classed as
tions and allotments of on
tieth, of the remainder, 54,
classed under exchange accou
above information was furnis
the Governmen in reply to
tion in the House yesterday.

The block occupied by the
ard-Beliveau Wine Company
Richarson Galleries, Winnip
destroyed by fire yesterday
The loss is estimated at
The fire was well under wa
the fire department reache
scene, the roof crashing
hose began to play, carr
floors underneath. The cau
known. The building is o
Senator Mulholland, of Po
Ontario.

James Jones, mail clerk
Collins, a former employe o
service, and Ellard Paget, s
a brother-in-law of Collins,
rested by the Moose Jaw an
ed police and special Dom
vestigators. They appeared
Police Court charged with
ity in the mail robbery
Jaw on December 1, th
$38,000 was taken. The
formally charged and rema
til March 14th.

Tributes to those membe
Senate who had died sin
session were paid in
House Tuesday night. S
the Government, Senato
conveyed the sympathy o
to the relatives of the lat
and associated with him
tor Robertson on behalf
position. The sympathy
ate was extended to Sena
rand in his bereavement
the death of his wife. M
durand, and respects w
the memory of Senators P
Godbout, Fowler, Murphy

Friday

The Government was
Sir George Foster in the
terday afternoon for
given more exhaustive
to the Geneva protocol,
said, an important subj
should have been discu
ference. While the pr
not eliminate war entir
remove one of the dange

Twelve persons, m
were slightly injured
flooring at the entrance
store on Granville Str
ver, gave way yesterd
when the store was m
dreds of bargain hunte
ple were packed so d
passage between the
the door that the tile
unable to support them

The parish church
in the Baie St. Paul re
so much damage durin
earthquake that the
decided to demolish the
erect a new church.
walls were almost
knocked down, and
damaged. The chur
more than 100 years
stood the earthquake
the last shock prov
for it.

"The value of the
duction in Canada is
000 to $240,000,000
compared with a to
duction in this coun
mately $200,000,000,
A. Ruddick, Dairy a
Commissioner, to th
mittee on Agricult
tion of the House
terday morning.
in the quality of b
produced has occa
the present grading

Captain George
crew of 83, rescu
the sealer Prosper
sealing steamer, th
been crushed in
northeast coast,
among the sealin
gaged in the ann

By a majority
body of McGill
their desire that
a Lord Rector.
all day Wednes
Union, and it w