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MARITIMES TO FORE AGAIN

Question of Running Rights for C.P.R. Over C.N. Lines Being Discussed

SENATE APPOINTMENTS

Financial Condition of Country Continues Good Says Letter From Ottawa

(By R. J. Deachman)

OTTAWA, Dec. 27.—No government in Canada is long left with idle time upon its hands. No sooner does one problem approach a settlement than a new and bigger one takes its place. One would have thought that the joys and sorrows of the Maritime Provinces were about over and that the granting of the demands arising out of the Duncan Report would have placed that question in a file, labelled "Finished Business." Such is not to be the case. The suggestion is now made that the Canadian Pacific Railway be given running rights over the C. N. R. from Winnipeg to Moncton and from there to Halifax and Sydney. The Maritime country is largely, at present, a C.N.R. reserve. It seems that the other roads want in.—There's a problem. Find a solution.

BEING OPPOSED.

Let us look at it for a moment or two. If you are a fan of either road it is not necessary for you to close your eyes. If the C.P.R. goes in, there will be less business for the C.N.—There will be duplication of service. It will be a blow of some weight to the Government railways.

It is largely upon these grounds that the idea will be opposed by a great many people. The Globe of Toronto, for instance, one of Canada's leading papers, comes out flatly against it. On the other hand, it may be contended that equivalent rights might be granted to the C.N.R. over lines now owned by the C.P.R. Hon. Mr. Ralston, minister of National Defence, suggested this idea at a recent banquet in his honor at Amherst, N.S. The Canadian National line between Montreal and Saint John is longer than the Canadian Pacific line which cuts through the state of Maine. If freight haulage over this territory becomes heavier, it might be worth while for the Canadian National to have this privilege. There may be other parts of Canada in which mutual exchanges of running rights or even exchanges of actual ownership of sections of the line might be an advantage to both roads and to the country. We may leave it at that—the two organizations of railway officials are quite capable of taking care of their own interests with some one sitting on the side lines (the Government or the Railway Commission) to keep things straight.

NEW SENATORS

Today the question before us is the appointment of six Senators. It is not an easy task. The whole unemployment problem would be settled if we only had senatorships enough to go around. Not even the worst of the "downs and outs" would hesitate to apply. So far, no government has ever thought of the bright idea of basing appointments on the peculiar merit of the applicant. Strange to say, party service is not, as many seem to think, the real measure of eligibility. Senators are appointed—(this is written before the present vacancies have been filled)—without regard to any service they have ever rendered their native land, the state or the party. When governments appoint on merit, even party merit, it will call for rounds of applause.

RAILWAYS IN NORTH.

The recent Conservative convention approved the construction of the Hudson's Bay Railway. Cynics said at the time, the move was due to the fact that the convention was held in Winnipeg. There may have been another reason. There is a growing change of mind upon that question. Speaking at the Kiwanis Club in Ottawa, a few days ago, Hon. Chas. Dunning said:

"No railway has been built into the northern part of Canada which has not justified the expense."

The statement is true. Canada is waking up to the value of the North. Ottawa has been slow to recognise this fact. There is evidence of a change of conviction. That, in a measure at least, has been brought about by the developments which have taken place recently at Flin Flon and the North generally. Only a few days ago the Ottawa Journal, a strong opponent of the Hudson's Bay road, wrote: "On this Hudson's Bay Railway we may someday have to eat crow." And this week the Financial Times of Montreal heads its article with these words: "Hudson's Bay road may be justified if wheat route is not a success." The statement is a bit guarded it is true, but it indicates a softening of previous convictions. There are indications that both political parties which have, to say the least, been hesitant in the past, are now in a little better spirit in regard to this undertaking.

CANADIAN FINANCES

Canadian financial conditions continue good. During the eight months ending November, there was a decrease of $25,000,000 in exports of Canadian produce and an increase of $65,000,000 in the imports for home consumption. The balance of trade is in our favor by $80,000,000, a decrease of $90,000,000 in the trade balance as compared with the corresponding eight months of last year when the balance in Canada's favor was $171,000,000.

Sometimes isolated figures such as these are quoted as an evidence of declining business. They reveal nothing of the kind. These are short period comparisons at best. Conclusions drawn from them or comparisons made with similar figures from the United States prove nothing. If we are to deal with trade comparisons or statistics, it must be in an honest way by covering a period of time. A merchant proves nothing of his year's business by saying that his sales today are greater than they were a year ago nor does a farmer prove his financial position by saying "Today I took in $200 for a load of hogs and all through the month of December last year I sold nothing."

Note to the readers of this paper: If there is any question in regard to National Trade or Canadian statistics on which you desire information, I will be delighted to answer your questions direct. Simply address me at Ottawa and mention this paper.

BEFORE AND AFTER MARRIAGE

Daughter—There is only one thing more astonishing than the readiness with which Ned gave up tobacco when we became engaged.

Mother—And what is that?

Daughter—The rapidity with which he took it up again as soon as we were married.—Passing Show.

"DON JUAN" BY BARRYMORE AT THE WEEK-END

In the photodrama "Don Juan," Bess Meredyth, adaptress of "The Sea Beast" has created in collaboration with Barrymore and Alan Crosland, the director, an original treatment of the legend, a culmination of all the Don Juans that have gone before, a personification of the arrogant, strutting, beautiful, daring, eventful, romantic colorful, fifteenth century. An age when rapiers leapt as quickly and easily from their scabbards as a glance from the eye.

The prologue is set in a grim but beautiful castle in Spain. Decadent Rome, the seat of Holy Church, and, beside it, a whirlpool of intrigue, treachery, deceit, license, luxury, profligacy; a strange mixture of chivalry and Machiavellian expediency; pure romance and illicit passion, noble aims and ulterior motives, is locale of the story proper. There in all its evil scintillant magnificense is the worldly court of Lucretia and Caesar Borgia. There, too, the ancient palace of the great and honorable house of Varnese, sheltering the object of Don Juan's love.

WEEK AT THEATRE

Tuesday

Ken Maynard in "Red Raiders."
Mermaid Comedy "Sure Cure."
Tuxedo Comedy "Live News."

Wednesday and Thursday

Jackie Coogan in "Johnny Get Your Hair Cut."
Comedy "Sting of Stings."
Aesop's Film Fables.

Friday and Saturday

John Barrymore in "Don Juan."
Pathe Review.

"JOHNNY GET YOUR HAIR CUT" IS COOGAN PICTURE FOR MIDWEEK

The story "Johnny Get Your Hair Cut" is that of an orphaned youth whose dream of life is an overwhelming ambition to become a successful jockey. How he beats his way in a horse car from one race track to another in his persistent endeavor to become an apprentice jockey is reminiscent of some of his very first films. His meeting with Mother Slapp, who kept a jockey's boarding house in Tanforan and whose duties were not unlike those of the old lady who lived in a shoe, is deftly told by the director. "Pop" Slocum, the aged trainer whose only claim to fortune after years spent on race tracks, is a broken down horse named "Daybreak," meets Jackie. Ultimately and between the two they work out their salvation.

In this excellent film Jackie has his hair cut, and those who bewail the loss of the little star's "Lord Fauntleroy" locks can cease their grieving, because Jackie looks wonderful sans the Dutch bob. He is a new Jackie Coogan in appearance, but the same Jackie as of yore in histrionic achievement.

"RED RAIDERS" DRAMA OF GREAT OUTDOORS

Calling for the majority of its action in the wide open spaces of early Indian territory of the northwest, "The Red Raiders" is primarily an out-door drama. Scenes for the big western drama, produced by Charles R. Rogers, starring Ken Maynard, were taken in the picturesque region of Lodge Grass, Mont., in the heart of the early savage Indian hotbed.

Normally, even in the making of outdoor pictures, producers are compelled to improvise scenes to fit the story, but "The Red Raiders" was taken in the locale of the original story. More than two weeks were spent on location in the Montana wilderness and in the vicinity of two Indian reservations—the Crows and Sioux.

In The Letter Box

NOT WITHDRAWING.

Editor, Daily News.

I understand that a report is being circulated around the city that I contemplate withdrawing from the mayoralty contest. I wish to advise the electors, through the courtesy of your paper, that I have no intention of withdrawing, that I will stand as a candidate for mayor on my two years record in the city council as alderman and on a platform which I will place before the electors at a later date.

Thanking you, I am, yours for a more progressive Prince Rupert.

ALD. JOS. GREER.

PEACE RIVER RAILROAD

Editor, Daily News:

Observing an article in Friday's "News," which says in part why not stop the Grand Trunk Pacific at Vanderhoof and build into the Peace River country.

Suppose you built that way. It would not help Prince Rupert. Every ton of grain and freight would go on to Vancouver in spite of anything the Prince Rupert could do. Now on the other hand, if you will work and get a line from Stewart, head of Portland Canal, to the Peace River country, 450 miles, the City of Prince Rupert will prosper and come into its own. You will have a line of ocean ships sailing every two weeks to the Orient.

You will have great flouring mills here, a large meat packing plant, reduction works, gas plant, great wholesale houses, your dry dock will have plenty of work, you will have several trains a day, large hotels. The future of the Peace River country is enormous.

And as it grows, 90 cents of every dollar will be handled here. Don't be afraid of Stewart, they will get an elevator, coal and ore docks, store houses, etc. However, the business will be done in Prince Rupert. You will have a daily line of ships from here to Stewart, and once a week to Vancouver and Victoria. Grain-carrying ships can go to Stewart and load at the elevator or load here by having a line of grain barges from Stewart to Prince Rupert and dock alongside and transfer (not expensive).

If Mr. Hays had lived Prince Rupert would have had these today. But it is not too late. Let your businessmen join and work for a line from Stewart into this Peace River country. I see by your paper that Mr. Mann had sold his interests in the Stewart road to other interests and that it would be re-constructed this summer. I understand that the road from Stewart to the Peace River would not be a difficult undertaking and that the grades are low. So for the advancement of the Peace River and Prince Rupert I should like to see it built. However, you must oppose any other connection for it simply means Vancouver.

A LOYAL CANADIAN.

SCHOOL CONCERT PORT ESSINGTON

Enjoyable Time Spent by Mixed Audience and Santa Claus Arrived at Close

PORT ESSINGTON, Dec. 27.—On the evening of December 23, in the United Church at Port Essington, the Indian children belonging to the day school and Sunday school there, gave a very interesting concert. Canon Rushbrook occupied the chair.

The program consisted of songs, choruses and drills, which were greatly enjoyed by a large audience of white people, Japanese, and natives. Great credit is due to their teacher, Miss Hare, for the able manner in which the children performed their various parts. Mark Bolton, native, gave an address in which he urged the young people to take advantage of the splendid opportunities they had of gaining an education.

Last, but not least, was the appearance of Santa Claus at the end of the program when each child was presented with a suitable gift and bag of candy.

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