

The St. John Standard

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NOTHING TO RECONCILE.

Liberal organs are demanding to know how Conservative leaders and newspapers who opposed the Taft-Felding Agreement are to reconcile their arguments with the action of the majority of the Ways and Means Committee membership at Washington in deciding to give free entry into the United States markets of Canadian foodstuffs.

There is nothing to reconcile in the position taken by the Conservative party in 1911 and the attitude of the Democratic membership of the Ways and Means Committee, which has under consideration the revision of the American tariff schedules. Discussing this question the Winnipeg Telegram justly points out that the Conservative party took the position in the campaign of 1911 that if the United States desired to make trade concessions that was the undoubted right of that country and something which could be neither denied nor prevented.

The Washington Government proposed Reciprocity with Canada for the purpose of benefitting—not Canada, but the United States. Any argument to the contrary assumes that modern nations are framing trade laws for the advantage of rivals—and that, of course, is a preposterous contention.

OIL AND STEAM POWER.

The recent performance of the Selandia, a Danish vessel, making a successful voyage from Singapore to Copenhagen, propelled by internal combustion oil-burning engines, has served to further stimulate commercial interest in the possibilities of this new method of sea-going propulsion.

The Selandia's engines were of the well known Diesel type, using as fuel crude mineral oil. Her tank capacity of 900 tons was sufficient to last for three months' voyage covering a distance of 26,000 miles at an average speed of 11 1/2 knots. At the price paid for oil in Singapore, \$8.51 per ton, the cost of operation was less than \$3.37 per hour, with a development of 2,500 horsepower.

As compared with the cost of steam propulsion, coal being used as the fuel for making steam, there is most extraordinary saving in the use of oil marine engines. There is economy of storage, enabling vessels using oil to carry larger cargoes of merchandise; there is economy of labor in feeding and firing the oil engines; there is also economy of time in ability to make long distance voyages without the necessity of detours or stoppages for the renewal of fuel supply.

ed locomotive in England which has just been completed only weighs 35 tons. The experience of the British railway companies during the coal strike has given an impetus to research and experiment in regard to the use of crude oil as train fuel.

A NOVEL "PROTOCOL."

In view of the strike of the garment makers in New York, which has been given wide publicity, it is of interest to note from a statement in the Chicago Tribune that the cloak and suit manufacturing end of the garment trade in New York has not had a strike in two and a half years, and is not likely to have any strikes in the future. It has found a strike anti-toxin.

This is nothing more than an agreement—a "protocol" it is called—which exists between employers and employees in the cloak and suit trade. The "protocol" was adopted in September, 1910, after a long and costly strike of cloakmakers in which 70,000 men and women were involved. By the terms of this "protocol," or agreement between the cloak manufacturers and the cloakmakers' union, a joint board of sanitary control was established.

In this board are represented the employers, the employees, and the public. The joint board looks after the sanitary conditions in the shops. It sees to it that the employees are not made to work under unhealthy conditions, in shops that are fire-traps, and so on. Another milestone in the protocol, is the provision for a board of arbitration, which consists, likewise, of representatives of the employers, the employees, and the public. All serious differences arising between the two parties and the "protocol" or between the members of the manufacturers' association and the members of the union, are gone over by this board of arbitration and settled by it. By the terms of the protocol this settlement is binding upon all parties concerned.

The shop and factory grievances arising between employers and employees are referred for settlement to a committee on grievances consisting of five members from the employers and five from the union. On top of all these provisions goes a standard minimum wage for week and piece workers which is binding upon all employers.

In the two and a half years which the protocol has been in operation in the cloak trade in New York, it is stated that hundreds of little skirmishes between employers and employees and some big strikes have been averted. Thousands of families have been spared the loss of wages which all such industrial skirmishes and guerrilla warfare entail.

Additional importance attaches to this experiment from the fact that the British Government, through the consul general in New York, made a study of this novel industrial contract, with a view to introducing it in Great Britain. This section of the garment industry in New York apparently has not only redeemed itself from the charge of being a "sweated" industry, but it is blazing the way for a new relationship between capital and labor, employers and employees, in the United States.

Similar experiments, covering a period of five years, were carried out in Switzerland by Dr. Diesel, who constructed an internal combustion locomotive of a total weight in service of 25 tons. The specially design-

IN LIGHTER VEIN

IT CAN BE DONE. Depend on The Season.

Somebody said it couldn't be done. But he, with a chuckle, replied, "That 'maybe it couldn't,' but he would be one. Who wouldn't say so till he'd tried. So he buckled right in, with the trace of a grin.

On his face, if he worried, he hid it. He started to sing as he tackled the thing. That couldn't be done—and he did it. Somebody scoffed: "Oh, you'll never do that— At least, no one ever has done it." But he took off his coat and he took off his hat.

And the first thing we knew he'd begun it. With a lift of his chin and a bit of a grin. Without any doubting or quibbling. He started to sing as he tackled the thing. That couldn't be done—and he did it.

There are thousands to tell you it can't be done. There are thousands to prophesy failure. There are thousands to point out to you one by one. But just buckle in with a bit of a grin. Then take off your coat and go to it. Just start in to sing as you tackle the thing. That "cannot be done," and you'll do it.

—Kellogg's Square Dealer.

Weakness. "Yes," said the old man, "I find my strength is falling somewhat. I used to walk around the block every morning, but lately I feel so tired when I get half way round I have to turn back." —Woman's Home Companion.

A Needed Quality. "Do you think that we should have a more elastic currency?" asked the Old Fogey. "It is elastic enough," replied the Grouch. "Why don't they make it more adhesive." —Cincinnati Enquirer.

Heard at The Club. Griggs—I'm sorry about Brown's failure. He's a brick if ever there was one. Briggs—Then its not unnatural that he should go to the wall.

A Matter of Thinking. "I never thought of saving a cent until I got married." "But you think of it now." "Very earnestly, but that's as near as I can get to doing it."

Win. Carr—I have to warn my chauffeur continually to keep down his speed. Barr—Afraid of breaking the law, eh? Carr—The law be bowed! Afraid of his breaking my precious head.

A Good Start. "Madam, your husband must have absolute rest," said the family physician. "But, doctor, he won't listen to me," replied Mrs. Talker. "A very good beginning, madam, a very good beginning."

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ELECTRIC RAILWAYS IN CANADA.

Electric railways in Canada carried a total of 1,435,525 tons of freight during the last fiscal year, and earned a total of \$1,025,371 from that source. Their earnings from passenger traffic in the year amounted to \$22,007,750. The report on railway statistics of Canada, issued by the Department of Railways and Canals, shows that there are today thirteen radial lines among the more than 50 electrically-operated lines in Canada of over fifteen miles in length, which do a freight business.

This does not include the street railway "freight." Montreal Street Railway, for instance, carried a total of 100,000 tons in 1911, and the Montreal Park and Island Railway carried 111,005 tons. First track mileage of electric railways in Canada has almost doubled since 1901, the total of first track standing today at over 1,300 miles. Their gross earnings in 1912 amounted to \$23,499,250, an increase of \$3,142,298 over the previous year. Carriage of mail and express brought earnings of \$78,818; other car earnings were \$67,032, and miscellaneous earnings from advertising, rents, etc., added \$320,287.

Sale of power does not amount to a very great sum as yet, the total revenue from this source in 1912 being but \$37,083. Comparison of the respective figures shows that earnings of electric railways are increasing at a percentage greater than those of steam railways, the gross earnings of the electric railways having more than doubled in the last six years.

In this connection the Departmental Report says: "An outstanding feature is the steady rise of earnings from freight. In 1901 the total from this source was \$96,082. In 1904 there had been an increase to \$182,143, and in 1906 to \$288,105. In 1912 the earnings from freight reached \$1,025,372—showing the extent to which that aspect of public service had grown in twelve years."

CURRENT COMMENT Record Loss for Lloyds' (Victoria Colonist.) The year 1912 was the most disastrous in history for marine insurance companies. Lloyds' loss was a record one, running to over seven millions sterling. The number of ships lost was 228 with a total tonnage of 453,140. Of these thirty-six were posted as missing at Lloyds, accounting for the loss of some 700 lives. An amount in the neighborhood of two millions sterling had to be paid out through the sinking of the "Titanic," an unparalleled event, which doubtless accounts in large measure for the record monetary losses of the year. No record is yet available of the number of lives lost but the toll bids fair to constitute a new figure in marine annals.

Home Work. (Kingston Whig.) After school hours is the parents' time for lending a hand in the training of their children, and that time should not be taken up with duties that are specially connected with the school. The giving of home work is practically an admission of failure on the part of the teacher to adequately fulfil his or her duties during the regular school hours. Home work should be cut out altogether, and the school duties restricted to the school in so far as at least as those duties are compulsory.

A Glowing Outlook. (Nebraska State Journal.) Milch cows are one per cent. fewer now than a year ago. Beef cattle have fallen off three per cent., sheep two per cent., and swine six and one-half per cent. Yet the consumer pays \$300,000,000 more money for this reduced number. At the same time the consumer is paying less money in the aggregate for a larger corn and wheat crop. The smaller the yield, apparently, the more money the farmer makes. If the farmer ever comes to see or believe that his interest lies in starving the consumer, what is the world will become of us?

Materials for a Good Time. (Milwaukee Wisconsin.) With \$25,000 from the Federal Treasury to defray its expenses, President Wilson's inaugural ought to be interesting to the participants. Twenty-five thousand dollars for necessary expenses, together with Democratic simplicity, should make a considerable sum to spend.

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BOARD OF TRADE... A meeting of the Board of Trade was held on Tuesday afternoon. A report from the delegation Ottawa in connection with the Indian service, and the West Indies commission, and a report of the Men's Association, were read and a resolution was passed to submit to the legislature. The report of the Men's Association, which provides that any person who sells out his stock in a list of creditors amount of at least fifty creditors, and in bulk must be prepared to sell a certain amount to the creditors of the sellers. The council passed a resolution: "Whereas the Canadian Association has submitted a draft act of the Attorney General of the province to regulate the transfer of goods in bulk; and whereas similar force in Ontario, and British Columbia, to be of great assistance and business in preventing fraudulent transfers; Resolved that we draft a bill to the effect of the draft act of the Attorney General of the province at the next session of the Legislature."

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