

THE EVENING TIMES AND STAR, ST. JOHN, N. B., FRIDAY, MAY 2, 1919

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A NEEDED CHANGE

The proposition laid before the board of education yesterday by Chief Supt. Carter, that provision be made in the high schools for a choice between classical, commercial and industrial courses, ought to receive the prompt and very earnest consideration of the board. It is in line with the spirit of the law relating to vocational training, which the government approved and which cannot too soon be put in general operation in the province. The change would involve the expenditure of more money, but since the children are the greatest asset of the province the money should be found and the educational system perfected. At present the merest fraction of the enrolled pupils take the whole high school course, and an extremely small percentage ever enter the high school at all. It is not merely that so many must go to work at an early age, but since they are not going to pursue a classical course and there is no other available they drop out and in the very period of their life when they should be getting a practical training for later wage-earning activities they are forgetting the little they had already learned. If the high school offered a commercial course, and a course leading up to practical industrial efficiency, a far larger percentage of pupils would be kept at school for several years longer than at present, and emerge better fitted to earn a livelihood and assume the responsibilities of intelligent citizenship.

Of course the first question a government with limited revenue and ever-increasing demands for expenditures must ask is how it is going to get the money needed to effect the desired change. No government, however, refuses to do what it is certain the people want done, and if boards of trade, farmers' organizations and others of influence take the matter up as they should do they can create a body of public opinion so pronounced that a solution of the problem will be found. Indeed this paper is convinced that a bold and progressive educational policy would be hailed with approval by the people now. The government itself can arouse public sentiment by calling in conference progressive men and women from all parts of the province and asking for a full and free discussion of the whole question of education in New Brunswick.

BOLSHEVISTI

"Comrades and fellow Bolshevisti," was the term used by a speaker addressing about four thousand workers, chiefly foreigners and Socialists, in the Arena in Toronto yesterday. They were not Canadians, for real Canadians do not go about wearing red badges and calling themselves Bolshevisti. These people who met in Toronto yesterday were in full sympathy with the Reds in Russia, and "Hands off Russia" was the burden of their cry. They also wanted all political prisoners in Canada turned loose, that Bolshevism may further grow and flourish.

A member of the Manitoba legislature, Mr. D. A. Ross, asserts that the Ukrainians in certain districts in Manitoba are preaching revolution and planning for an uprising in favor of Bolshevik government, while their priests are deliberately preaching sedition. There is no immediate cause for alarm in these manifestations, but everybody will approve of the government's action in closing the door of Canada in the face of Doukhobors, Hutterites and Mennonites; and will also approve of more stringent immigration laws, to shut out such gentry as these who are preaching Bolshevism. Not only so, but the deportation of every foreigner who talks Bolshevism would be approved by the people. In the city of Cleveland yesterday there were wild riots, led by the Reds, who are chiefly foreigners. Cleveland has a very large foreign-born population. Wherever there are people of foreign birth who have been inoculated with Bolshevism there is trouble. They are ignorant, as in Russia, or have imbibed anarchistic notions concerning human society and government and are a source of danger to the commonwealth.

The doctrines of Bolshevism will make no real headway in Canada, any more than in England. May Day passed peacefully in England, because even the Socialists, though they paraded in London and made speeches, yet kept within the law. They want improved social conditions, not anarchy; and so they keep within the law and use constitutional methods to gain their ends.

The thing to do in Canada is to guard against the spread of Bolshevist doctrines among the ignorant, and to carry on such a process of education as will make it impossible for young Canadians to grow up in ignorance. In every province greater attention must be paid to education, not merely to teach the children, but to reach the adults who have had no schooling, and whose ignorance may be played upon by imitators of Lenin and Trotsky. Social centres, the open forum, a general getting together of the people to discuss their common problems, and a strict enforcement of law requiring the attendance of all children at school are agencies which should all be employed. In such a community the Bolshevists would find no sympathy and no support.

ROADS NEAR CITIES

The Toronto Globe prints an article strongly advocating that cities and towns contribute to the construction of good roads in their vicinity. In opening it says: "In every country the development of main highways has required the co-operation of cities. This has been true in countries of Europe, such as England, France and Belgium. In the United States, the city of Detroit is paying 85 per cent of the cost of roads in Wayne county. Cleveland is paying \$800,000 annually for road construction outside of the city. In New York the cities are paying 85 per cent of the state expenditure. In Massachusetts cities pay 82 per cent. Similar conditions exist in other states."

Turning to Ontario cities the Globe says: "The counties in which suburban roads have been settled are: York, in which Toronto contributes to the entire county road system, with a special grant of \$250,000 to the Toronto-Hamilton highway; Frontenac, in which Kingston contributes to approximately sixty miles of road; Waterloo, in which Galt contributes to twenty-five miles, and Kitchener to twelve miles; Essex, in which Walkerville has contributed to about eight miles, and Windsor, with which negotiations are now in progress. Hamilton has contributed \$50,000 to the Toronto-Hamilton highway, and negotiations are in progress with the county with respect to other suburban roads."

It is pointed out that the mileage of radiating roads to which a city should contribute depends upon consideration given to the local trade traffic entering the city; or to points of local interest close to the city; or to an area approximately that required to supply the city with local farm produce.

Some further extracts from the article are interesting:

"Roads should be built and maintained in proportion to the traffic over them. Roads within two or three miles of a city may cost two or three times the ordinary expenditure of the county on roads and this extra cost is difficult for the county to finance without co-operation from the city. The object of a city's contribution would not be to relieve the county of the expenditure which they are now making, or which they may eventually be called upon to make, but rather to improve the standard of roads radiating from the city, and to permit them to be maintained in a condition suited to the traffic over them. Traffic accumulates to a considerable density on the main roads immediately adjacent to the city, and it becomes an unfair charge upon rural districts to construct and maintain roads suitable to such accumulated traffic. As a matter of self-interest, due to the benefits which good roads bring to a city, it is clearly a matter in which the cities of the province should heartily co-operate with the province. There is no industry which cities can bonus with so much advantage to themselves as farming. Good roads increase the produce, the saleable produce, from the farms, all of which adds to the prosperity and advantage of the city. Under the systems of taxation in vogue in the States, a much larger proportion of the cost of main highways is met by the cities than is being considered in Ontario."

The Globe article contemplates a system under which province, county and city would each contribute to the construction and upkeep of roads within a certain radius of the city, and thus ensure the best possible results.

There are too many drunken men each evening on the streets of St. John. What are the friends of prohibition going to do about it? Do they want the saloon restored? Have they decided that it is none of their business and that all their work in the past was foolish work? If not they have more work to do and the time is now. There is not a bootlegger in town but in his neighborhood there is some sober man or woman who could give valuable information concerning him or his source of supply. A city-wide vigilance committee could be formed that would soon prove that the forces of good in this city are quite as alert and resourceful as the forces of evil. Hunt down the bootleggers. Expose their methods. Clean up the city.

Ontario has a strong Amateur Baseball Association which expects this to be a banner season for amateur games all over the province. New Brunswick would be the better for a concerted movement to develop clean amateur sport of all kinds. Now that the war is over the way is clear for such a movement. St. John, unfortunately, has no suitable field for such events. Next Tuesday's discussion at city hall should bear some fruit.

The Soviet or Bolshevist government of Hungary appears to have been overthrown.

HUNGARIAN GOVERNMENT HAS BEEN OVERTHROWN

Berlin, May 1.—(By the Associated Press).—The Hungarian government has been overthrown, according to Vienna reports published in the Berlin newspapers.

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GOVERNMENT HOUSING MEETS OBSTACLES

Both in Toronto and Winnipeg Schemes Are Being Held Up By Difficulties

Government housing schemes appear to be encountering difficulties on all sides. A recommendation presented to the city council of Winnipeg last week by the housing committee and urging that the city apply for \$1,000,000 under the federal scheme was the object of such criticism that it was eventually referred back. The city solicitor gave it as his opinion in a letter that the city

did not possess the power to build houses or to loan money for the purpose. He further stated that regulations to be drafted by the provincial government under the federal law might give the city that power, but they would have to be carefully drawn, or the city might find itself burdened with a liability, but lacking power to collect money to discharge it. At present the city had no power to accept money from the provincial treasurer upon the security of the general revenue. While the city solicitor was not quite satisfied that a by-law was necessary he felt that the submission of the by-law would be a safeguard. A counter proposal was presented by a delegation from the Greater Winnipeg Board of Trade, suggesting the formation of a Citizens' Homes Association, with a capital stock of \$500,000, to be raised by popular subscription. Addition-

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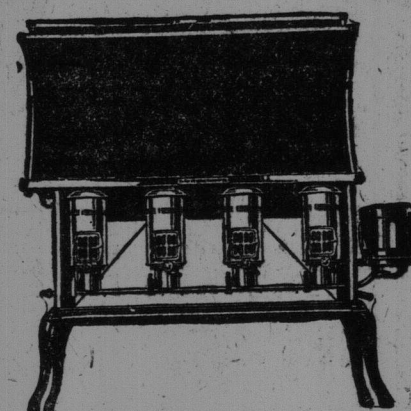
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dional funds could be obtained by taking advantage of the Dominion government's offer and by issuing bonds. Some aldermen favored letting the Dominion government carry out its own scheme and take full responsibility for it. In Toronto the difficulty lies in the inadequacy of the legislation. The Ontario act is satisfactory for small municipalities where land is cheap and building lots are lower, but not for a large city like Toronto. The Ontario Housing Act limits the cost of a house to \$3,600. With land at \$40 or \$50 a foot in Toronto when twenty-five feet is purchased at \$40 a foot, that takes \$1,000, leaving only \$2,600 for the building and a five or six-room house cannot be built in Toronto today for that money. An appeal is being made to the government for relief so that a civic housing programme may be undertaken.

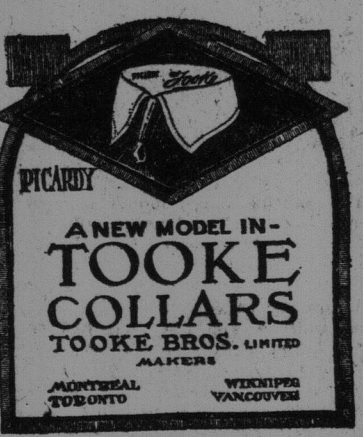
A PRAYER FOR EVERY DAY

Let me be a little kinder,
Let me be a little blinder,
To the faults of those about me
Let me praise a little more;
Let me be, when I am weary,

Just a little bit more cheery—
Let me serve a little better
Those that I am striving for.

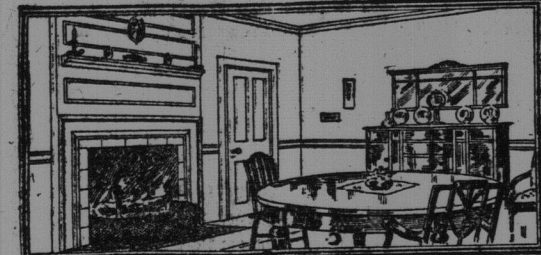
Let me be a little braver
When temptation bids me waver,
Let me strive a little harder
To be all that I should be;
Let me be a little meeker,
With the brother who is weaker,
Let me think more of my neighbor
And a little less of me.

Let me be a little sweeter—
Make my life a bit completer,
By doing what I should do
Every minute of the day.
Let me toil without complaining,
Not a humble task disdainful;
Let me face the summons calmly
When death beckons me away.



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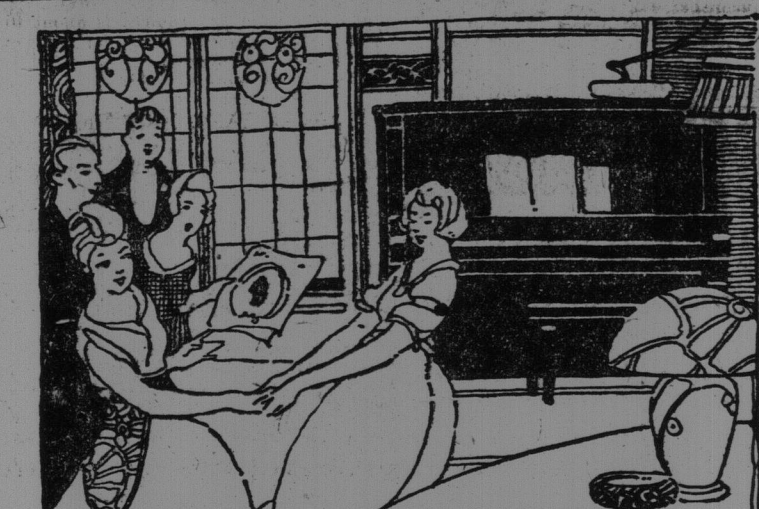


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