

The St. John Standard

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ST. JOHN, N. B., WEDNESDAY, FEBRUARY 5, 1913.

FROM THE ESTIMATES.

This city and the Province in general have every reason to be satisfied with the main estimates for the financial year. Ample provision is made for harbor improvements and for Government buildings at St. John, and the Province has also been very liberally dealt with, particularly in railway expenditures and improvements to harbors and wharves.

Harbor improvements at Courtenay Bay and on the West Side are provided for to the extent of \$2,600,000, an increase of \$1,000,000 over the amount in the main estimates last year. Considerable progress has been made with the breakwater in Courtenay Bay and dredging will commence at an early date. Among other items, the vote for the new post office is \$130,000, for the drill hall \$100,000, and for improvements and a new building at the quarantine station \$60,000. A steamer for the quarantine station will also be provided, for which purpose \$50,000 is included. This city's share in the estimates amounts to \$3,034,000, a very handsome provision, which will be thoroughly appreciated by the citizens in general.

A number of provincial towns will receive substantial amounts for public buildings amounting to about \$140,000 exclusive of St. John. The expenditure on wharves, harbors and dredging extends throughout the Province and includes improvements or new structures at twenty-nine places. The total cost is upwards of \$300,000.

Capital expenditure on the Intercolonial Railway in this Province includes a vote of \$128,000 for the diversion of the line at Chatham, and a similar amount for the same purpose at Fredericton and Derby Junction. Fredericton will be given increased accommodation at an estimated cost of \$20,000, and St. John also shares to the extent of \$43,000. Sussex will have improvements estimated at \$35,000. The locomotive and car shops at Moncton call for an expenditure of \$136,000 to be spent on equipment. The sum of \$190,000 is provided to strengthen bridges. The vote for intercolonial ordinary running expenses is \$12,000,000, an increase of \$3,000,000 over the previous year.

These liberal expenditures throughout the Province not only indicate the prosperity of Canada and the foresight of the Government, but are additionally welcome as evidence that employment will be provided for a large number of citizens. New Brunswick with other Provinces, has a growing need for development along various lines, and in the estimates shares with them the benefit of the remarkable increase in the revenues of the Dominion. The large sums voted to New Brunswick and to St. John, provide convincing evidence that Mr. Hagen has given every care and attention to the requirements of the Province he represents in the Cabinet and of his own constituency.

COLD STORAGE.

The Census Monthly directs attention to the November issue of the American Journal of Public Health, which contains a series of instructive articles by medical and other experts, including Prof. W. T. Sedgwick, of Boston, on cold storage and public health; Dr. P. H. Boyce, of Ottawa, on the physics of refrigeration; S. C. Prescott, of Boston, on the bacteriology of fermentation; M. E. Pennington, of Washington, on the refrigeration of poultry and eggs; Dr. H. D. Pease, of New York, on the refrigeration of fish and mollusks; and H. E. Barnard, of Indianapolis, on cold storage in relation to the food supply.

It is stated that the successful application of the principles upon which cold storage and mechanical refrigeration depend have effected during the last quarter of a century an economic revolution of world-wide importance. In the great British market the importation of frozen or chilled meat from Australasia and Argentina has cheapened the meat supplies of the people, stimulated meat consumption, and, if affecting adversely the interests of home graziers, has created fresh demands for pure-bred breeding stock, which now forms so important an element in British pastoral production.

Up to the present Canada has taken but partial advantage of the increased facilities of access to British markets which mechanical refrigeration affords. Under the fostering influence of the Department of Agriculture good results have been achieved in the exportation to Britain of Canadian dairy products and fruits, but the field is practically still open for the shipment across the Atlantic of large supplies of Canadian meats, poultry, eggs and butter.

Another aspect of the subject is the possibility of cheapening the supplies of food to the home population. If the present high prices of food products are of any advantage to the producer there are certainly descriptions of food, such for instance as poultry and

eggs, the cheapening of which through cold storage or other means would increase the demand to the benefit alike of producer and consumer.

The papers under notice deal, however, rather with the public health as affected by refrigeration and cold storage processes; and it is shown from a variety of points of view that cold storage, provided it be rationally managed, affords not only great economic advantages but also tends to improve the public health by cheapening food and by maintaining it in a wholesome condition.

ENGINEERING THE WEATHER.

A scheme recently announced by Mr. Riker, a United States engineer, to reform the weather, both of the East coast of this continent and of North-Western Europe, has not met with the whole-hearted approval of scientific experts. It is justly regarded as interesting but by no means practical. Mr. Riker proposes to construct a boom extending two hundred miles eastwards or south-eastwards from Cape Race, off Newfoundland, and by this means to divert the cold Labrador current where it pours into the Gulf Stream.

According to this engineer's theory, the boom thus stretching across the Grand Banks would cause a split or hook of sand to form against it, and so constitute a new peninsula two hundred miles in length. This peninsula would, hypothetically, turn the Labrador current and prevent that mingling of water of two temperatures which at present gives rise to the dangerous conditions of snow and ice off that coast.

Mr. Riker's expectations are that the St. Lawrence would be freed from ice and open for navigation all the year round and that the coasts of Nova Scotia, New Brunswick and New England would be bathed in a warmer climate. He goes so far as to suggest that the Gulf Stream itself, released from some of the chilling effects of the Labrador cold water, might bring an increase of temperature to the coasts of Ireland, Cornwall in the South of England, and Norway. All these coasts are laved by some of the Gulf Stream's branches.

It is hardly surprising that scientific opinion sees little in the scheme, except its inventor's expectations, to recommend it. It is pointed out, for instance, that it is somewhat difficult to imagine any boom two hundred miles long being laid down in such a way as to lead to the formation of a natural peninsula at Cape Race. Nature itself, which does considerable engineering work in forming spits and hooks and shingle beaches, proceeds at a rate of a great deal less than a furlong a year, so that two thousand years would be a moderate estimate of the period necessary for the realization of Mr. Riker's hopes.

Even when the peninsula was formed it is by no means certain that it would influence the Gulf Stream or would do anything but intensify the inconveniences of the ice brought from the Labrador coast. As to the prospect that the weather would be influenced, it is held by at least one expert, that such a result would not be likely to happen, weather and climate being primarily dependent not on ocean currents, but on the greater permanent currents of the atmosphere. Taking the consensus of opinion the scheme has had rather a chilly reception.

THE BRITISH MANUFACTURER.

How difficult it is for the British manufacturer to retain his position in the face of increasing burdens and keen foreign competition is seen in the last annual report of Messrs. R. Hornsby & Sons, Ltd., of Spittlegate Ironworks, Grantham. In moving the adoption of the report at the annual meeting, Mr. H. Simpson Gee said that although they had done a larger turnover they had made less profit. There had been higher prices and large increases in wages, and in addition they had had to bear for three months the cost of the Insurance Act, which, it was calculated, would cost them about \$5,000 in the next year. The only redress they could get, he added, was by increasing their prices, and no doubt prices would have to be raised, but that was likely to disturb business. Most of their business was abroad, and they had to compete with all the other countries in the world, and if their costs got too high to meet the competition they would have a lessened output, and then not only the company, but the workpeople would suffer. An advance of one or two shillings a week in wages was not to be compared in value to the working classes with regular employment. If they had to go on short time it did not benefit the men much to have an increased rate.

The "other countries in the world" to which Mr. Simpson Gee referred, and with whom British manufacturers have to compete are all protected countries, with secure home markets. To compete successfully with them it is becoming increasingly evident to the people in the Old Country that a change in the fiscal system is necessary and that the policy of Tariff Reform or moderate protection must be adopted.

A VIVID IMAGINATION.

When Mr. Pugsley declared in Parliament that it was a "shameful fact" that "thousands of young Canadians" were serving in the United States Navy, because there was no Canadian Navy call for their patriotic devotion, he was giving his imagination full scope.

According to the official records of the United States Navy, less than 1,800 of the entire number of those enlisted in the service were born in the British possessions, and of this number less than 200 came from Canada. Nearly 95 per cent. of the total enlisted is American born. Moreover, there is a naval regulation requiring that enlisting men be either native born or naturalized citizens of the United States.

Mr. Pugsley's "thousands of young Canadians" serving in the United States Navy, as the Winnipeg Telegram sagaciously remarks, appear to be as mythical as the thousands who were said to be waiting the first opportunity to enlist in the Laurier navy. That number dwindled to a bare 402, and left the service far short of the complement of a single first-class battleship. A draft was made upon the British Islands to complete the establishment.

CURRENT COMMENT

Co-operation.

In a part of Central Ontario—Ontario county—there are today seven co-operative egg-selling associations, made up of about 530 farmers. These farmers received for their eggs during last spring and summer 3 cents more, and they are receiving during the fall and winter 5 to 10 cents more, per dozen, than they could obtain under any other system of marketing. The consumer is enabled to obtain really fresh eggs at no higher price than he had previously paid for eggs, many of which were of indifferent quality and of various degrees of staleness. Both sellers and buyers are pleased with the arrangement.

Unanswerable.

(London Free Press.)
Had the Admiralty wanted fleet units on the Atlantic and Pacific they would have said so, but they did not, and a scheme which proposes something entirely different from their suggestion can only be regarded as discrediting their ideas. The Borden Government is on safe ground in following out the Admiralty's suggestion, and in maintaining by that course it need have no fear of losing popular support. The people of Canada are more concerned about strengthening British naval supremacy than in advancing the party fortunes of Sir Wilfrid Laurier. Mr. Hugh Guthrie and their associates.

Chinese Immigration.

(Vancouver News-Advertiser.)
No less than 5,800 Chinese paid the admission tax in this province during the fiscal year 1912. The number contributing in the previous year was above 4,400, but it is understood that some 2,000 got in without paying—that is, without paying into the Treasury. Now that this has ceased to be a private graft, there is a chance to judge the extent of the immigration. The province has no fear of losing popular support. The people of Canada are more concerned about strengthening British naval supremacy than in advancing the party fortunes of Sir Wilfrid Laurier. Mr. Hugh Guthrie and their associates.

"Hiking" as an Argument.

(Norfolk Virginia Pilot.)
We may be afflicted with stupidity greater than that which characterizes the average male biped of the genus homo, but we must confess to inability to see how proof of ability to "hike" from New York to Albany, or from Richmond to Washington, affects, one way or the other, woman's entitlement to vote or demonstrates, to any degree, her fitness to exercise the electoral franchise. Such freakish "stunts" are more calculated to bring the suffragist movement into ridicule than to promote the cause.

The King of Greater Britain.

(Edmonton Journal.)
The announcement that Prince Albert, the second son of the King, is to go to sea recalls the experience of his father. There was little thought that the last "sailor prince" would ever come to the throne. The fact that he was, before the death of his brother, able to move around the world to the extent that he did, has undoubtedly meant much to him in giving him the broad conception of his duties that he has displayed. He is essentially the King of Greater Britain.

Where Credit Belongs.

(Hamilton Herald.)
In these parts January has passed without a single really cold day. But it should be noticed that Dawson is doing his best to keep up Canada's reputation as the home of the old-fashioned winter. The mercury up there was as low as 47 below zero this week.

"THE POETS' CORNER"

ADMIRALS ALL.

Ellingham, Grenville, Raleigh, Drake,
Here's to the bold and free!
Benbow, Collingwood, Byron, Blake,
Hail to the Kings of the Sea!
Admirals all, for England's sake,
Honor be yours and fame!
And honor, as long as waves shall break,
To Nelson's peerless name!

Admiral's all, for England's sake,
Honor be yours and fame!
And honor, as long as waves shall break,
To Nelson's peerless name!

Essex was fretting in Cadiz Bay,
With the galleons fair in sight;
Howard at last must give him his way
And the word was passed to fight.
Never was schoolboy gayer than he,
Since holidays first began;
He tossed his bonnet to wind and sea,
And under the guns he ran.

Drake nor devil nor Spaniard feared,
Their cities he put to the sack;
He sang his Catholic majesty's
beard.
And harried his ships to wreck.
He was playing at Plymouth, a rubber
of howls
When the great Armada came;
But he said, "They must wait their
turn, good souls,"
And he stooped, and finished the
game.

Fifteen sail were the Dutchmen bold,
Duncan, he had but two;
But he anchored them fast where the
To the haven under the hill,
And his colors aloft he flew.
"I've taken the depth to a fathom,"
he cried,
"And I'll sink with a right good will,
For I know when we're all of us under
the tide.
My flag will be fluttering still."

Splitsters were flying above, below,
When Nelson called the Sound:
"Mark you, I wouldn't be elsewhere
now."
Said he, "for a thousand pound!"
But he wickedly wagged his head,
He clapped the glass to his sightless
eye,
And "I'm damned if I see it!" he
said.

Admirals all, they said their say,
(The echoes are ringing still).
Admirals all, they went their way
To the haven under the hill,
But they left us a kingdom none can
take,
The realm of the circling sea.
To be ruled by the rightful sons
of Blake
And the Rodneys yet to be.

Admirals all, for England's sake,
Honor be yours and fame!
And honor, as long as waves shall break,
To Nelson's peerless name!
—Henry Newbolt.

A FAVORED COMMUNITY.

We can't see why more folks don't
stop at Pollock on the Crick.
Life's candle here burns stidly; not
at both ends of the wick.

Throat Was So Sore Could Hardly Speak.

Mr. Gordon Murphy, Elliott's Mills, P.E.I., writes:—"Too much praise cannot be given your valuable remedy, Dr. Wood's Norway Pine Syrup. I suffered terribly from a severe cold during the early part of last winter and found it almost impossible to get anything to relieve me. Hoarseness seemed to be continually troubling me, and my throat was so sore I could hardly speak for quite a long time. At last I was advised to try your remedy, and in a short time I got relief, and have never been troubled with a sore throat or hoarseness since. I hope others will be fortunate enough to give your remedy a trial and be convinced that it is all I say it to be."

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We see at least two trains pass in the distance every day.
Of course they never stop; but we don't need 'em anyway.
No motors hurry skyward or go shrieking down the street.
There's time enough for shakin' hands with every friend you meet.
An' the sunshine seems to linger in the children's eyes by night
With a healthy, cheery glow that's better than electric light.

The uplift of the farmer is a subject they discuss.
But don't them city people need up-liftin' more than us?
It's true we have hard luck which we must face as best we can.
But the struggle is with nature 'Tain't the conflict man to man.
Growin' hot with fear and hatred an' with envy an' despair.
Here is always warmth an' shelter an' a bit of food to spare
For any one that goes ahead a-keepin' up his lick.
We've got an uplift of our own at Pollock on the Crick.

Essex was fretting in Cadiz Bay,
With the galleons fair in sight;
Howard at last must give him his way
And the word was passed to fight.
Never was schoolboy gayer than he,
Since holidays first began;
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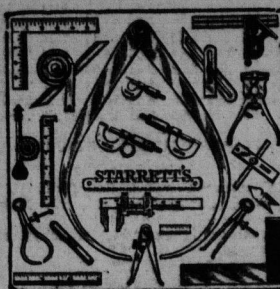
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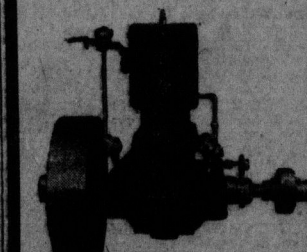
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