

THE CRONSTADT OF AMERICA.

In the concluding article of the series in reference to the Maritime provinces we will devote a few words to Halifax, the "Cronstadt of America."

Halifax, like other larger cities of the Maritime provinces, is somewhat disappointing at first acquaintance. Its tortuous streets, narrow sidewalks and blocks of rusty-looking wooden buildings do not quite come up to one's expectations of what Cronstadt or the entry-port to our great Dominion ought to be. Like Kingston, Ontario, Halifax has been cursed by having too much easy government money spilled around and the result, we fear, has been to breed up a numerous class of citizens who patiently wait for further legislative favors but who lack the initiative to get out and turn things upside down for themselves.

Halifax, as the Cronstadt of America, and the station of the British fleet in North American waters is probably well fortified. But one might tour all around the premises and not become aware of any such fact. There is a citadel to be sure at the summit of the central hill around which the city clusters but to all other external appearances Halifax is as innocent of means of protection as is Belleville.

Quebec more nearly fits into our ideas of what a fortified city ought to be like. Massive walls, crowning precipitous heights, rows of port-holes with black-mouthed guns bidding defiance to all comers, martello towers—these are the fitting accompaniments of the true Cronstadt or Gibraltar of our earlier imagination.

The idea behind the defensive system of 1918, however, is not to erect great forts of masonry with tremendous rock-faced ramparts and bastions. The present war has demonstrated that such toys form a fine target for modern artillery and afford about as much protection to defending forces as though they were composed of cardboard.

Concealment, camouflage, hasty disappearances are characteristic of modern warfare and modern fortifications. Halifax, you may be sure, is amply fortified but the means and methods of defence are not visible to the casual wayfarer and, we may add, they are not at the present time paraded before admiring visitors.

On December 8th of last year a disaster visited Halifax that was the most serious of its kind that ever befell the human race.

In an instant of time, where there had been streets lined with comfortable homes, people hastening along the walks in the chill air of early winter and all the pulsating life of a large city—in one instant there was chaos, ruin, agonising cries, death.

The Belgian relief steamer, "Imo," coming down the harbor, collided with the "Mont Blanc" as the latter was working its way up the harbor towards Bedford basin where there was plenty of room and safe anchorage. The Mont Blanc was loaded with the most powerful of explosives, said to have been the product of the British Chemical Company's plant at Tren-ton.

The explosion that followed shortly after the collision created a scene of havoc and horror beyond the power of pen to describe. The details of this unparalleled calamity are still too fresh in the minds of the public to require repetition.

One thousand homes were levelled to the ground and as many more were rendered uninhabitable. By January 1, 1918, there were recovered the bodies of 1196 dead. Remains are still being taken from the ruins. In the week prior to our visit several bodies were discovered beneath the debris. The total of deaths eventually will probably reach 1400. The property loss is estimated at \$15,000,000.

The devastated area, which covers about a square mile, still remains much the same as the great convulsion and the subsequent fire left it, except that some of the debris has been cleared away. There has been as yet no real attempt at rebuilding.

The material loss has been fully made good by gifts from the British, American, and Canadian governments and from other governments and cities.

The work of restoration has been placed in the hands of a capable committee but the committee encountered many knotty problems that gave them great difficulty to solve. For instance many of the owners and tenants wished to secure reimbursement for their loss and then decamp to some other city. To that the committee objected. They insisted on having the money spent right there in rebuilding at Halifax.

The fine old terminal station of the Intercolonial railway is still roofless from the explosion and the roof will not be restored. The offices will be shortly moved to the temporary station being erected at the south end of the city.

There was scarcely a sound pane of glass left in the entire city of Halifax after the explosion. It is said that even in the hardware stores the crated glass was shattered. Panes of

glass, it is alleged, were broken at Truro, sixty-three miles away. Thousands of windows are still boarded up, not yet having had the glass restored. Even this one feature of restoration has entailed an enormous amount of work and expense.

Every resident of Halifax can relate the most thrilling experiences following the disaster. To every man, woman and child who lived through that terrible morning the appalling events are seared into the memory and have left an impression, all-absorbing in its pathos and tragedy.

As the most easterly gateway to Canada, with the finest harbor in the world, Halifax may be pardoned for entertaining dreams of greatness and of rivalry to Montreal, New York and Boston.

The government of Sir Robert Borden did something towards making the vision of greatness become reality. His government voted \$35,000,000 to create new terminals for the Intercolonial railway at Halifax, with a station in keeping with so generous a donation and dockage facilities for dozens of the largest ships that ply the seven seas and warehouse accommodation for the commerce of an empire.

The project is being carried out in the main, despite the war. Work was commenced in 1912 and is still proceeding. Eighty-five acres of land have been expropriated, much of it thickly built upon by the city. One hundred and fifteen acres of water surface will eventually be made up and reclaimed, thus giving 200 acres for terminal yards, sheds, station, quays and piers. A double-track line of railway has been constructed by a new belt-line around the city. A passenger station for temporary use is being constructed and will suffice until after the war. In the clearing of the land area for the site many hundreds of business blocks and dwelling houses were expropriated and then wrecked. Between the destruction caused in that way and by the great explosion, housing accommodation in Halifax is now at a great premium.

As to the wisdom or lack of wisdom in spending so much money to create terminals at Halifax, deponent ventureth no opinion. The Canadian Pacific refused to become parties to the agreement and still insist on using St. John as their winter port.

Our stay at Halifax was all too brief for there are about this ancient capital, with its storied past, a host of features of absorbing interest.

Our route home was by way of the National Transcontinental railway from Grand Falls, N.B. to Quebec city. We had been informed that the N. T. was a rough route for the venturesome wayfarer and that the road had been allowed to deteriorate for lack of financial support.

The warning was scarcely needed. We found the roadbed smoother than one might expect on so new a line and the train service good, aside from the absence of sleeping-car accommodation.

The route from Moncton to Quebec by the N. T. R. is not one to be chosen for scenic or other interest. For the most part the line is through uninhabited forests and swamps, somewhat depressing in their monotony.

Since the completion of the great Quebec bridge the Transcontinental has become a great freight carrier, many through trains daily passing over the route with its easy grades. One train a day each way is the sum total of present passenger traffic.

As one of the first, if not the first resident of Belleville to pass over the new Quebec bridge perhaps we may be pardoned for interjecting a few words in reference to that great triumph of engineering.

We had expected that our train would creep along over the structure at a snail's pace or less. Imagine our surprise when the engineer pulled out over the river at a smart clip of at least fifteen miles an hour. Although the central span is the widest cantilever or truss span in the world, there was no sense of vibration whatever beneath the train. Had it not been for the metallic sound echoing from the steel-work we might have believed we were passing over solid rock. Last week the bridge was officially tested and subjected to an enormous strain and satisfactorily gave a complete vindication of itself.

The Quebec bridge has required 18 years to complete. Construction was begun away back in 1900. Seven years later, on August 29, 1907, the south cantilever arm collapsed and carried nearly a hundred of the workmen to their doom. New plans were called for and the Dominion government undertook to carry out and complete the work as a government undertaking.

The work was sublet to the St. Lawrence Bridge Company. Everything proceeded satisfactorily until the central span, 640 feet long, was being hoisted to its place on September 11,

1916, when one of the castings in the hoisting apparatus gave way, the span slipped, crumpled up and fell into the river.

Investigation showed no defects in the plan, therefore the company determined to carry out the work on the system already devised. On Sept. 20, 1917, the great central span weighing 5000 tons was successfully hoisted to its place and riveted fast.

The Quebec bridge is probably the most wonderful engineering feat of the twentieth century. Its central span is 1800 feet wide, or 90 feet wider than the great span of the famous Forth bridge in Scotland. The trusses at the main piers are 310 feet high and tower above the surrounding country. The bridge floor is 150 feet higher than the river, at high tide. The bridge is 88 feet wide giving accommodation for two railways, a driveway for vehicular traffic and two concrete sidewalks for pedestrians. There were used in the construction of the bridge 66,000 tons of steel and 106,000 cubic yards of masonry. The quantity of stone used in the main and anchor piers is greater than that used in the foundations of all the buildings in the City of Quebec. The bridge, complete, will cost about \$15,000,000. It shortens the distance by rail between Halifax and Winnipeg by 200 miles.

We must not close this series of articles without saying a word in reference to the admirable train service maintained on the Canadian Government railways. In former days, before the great awakening in 1896, the Intercolonial was the sport of politicians and a high-class model of inefficiency and mismanagement. Today the Intercolonial is among the best managed and best equipped on the continent. Its roared is smooth as velvet and its daily train, "Ocean Limited," is the last word in comfort, speed, and superb quality. The route from Montreal to the sea, via the Intercolonial, is one of the most picturesque and fascinating in America.

In reference to the railways we must also mention the many kindnesses we received from the Canadian Pacific, the Dominion Atlantic and the Halifax Southwestern, (the latter a subsidiary line of the Canadian Northern system). Everywhere we received the utmost courtesy and attention from officials and train crews. In fact it seemed to give all of them pleasure to answer our multitudinous questions

WHAT OF RUSSIA?

Written for The Ontario by Chas. M. Rice, Lawyer, Denver, Colorado

The Allied armies in the west have snatched the offensive from the enemy and thereby deprived him of his liberty of action. And as the assault proceeds the Allied armies are being reinforced by American divisions far beyond the losses sustained by the conflict. Germany has no reservoir of her own to draw on, and her sole hope is Russia. Can aid come from that quarter in numbers sufficient to count?

The supreme diplomatic blunder of the war was Germany's forced Brest-Litovsk treaty, seconded by two equally brutal and tactless Roumanian treaties. Both are coming back to plague the party that compelled them.

If Germany had known, six or seven months back, what is now taking place on the western front her over-lords would have been careful in dealing with disheartened, abject Russia and Roumania. The "pound of flesh" exacted would have been held in abeyance. A treaty would have been submitted that would have held in power the twin Bolshevik leaders, playing the German game, enabling Lenin and Trotsky to appeal to the Russian people for support. Instead, Germany, believing that victory would be won on the western front by midsummer, 1918, appeared in her true colors and took the "pound of flesh" from Russia's thigh there and then. Now all that Germany can hope for are curses, growing louder as her armies back away from the Allies in the west, from both Russia and Roumania, who are, but waiting their time to strike back. The Bolsheviks that played so freely into the hands of the Hun agents a few months back are discredited, and soon they will be of no use whatever to the country that established them on the dizzy heights of power. Germany cannot appeal to the Soviets to return to arms and

aid her in her contest with the Allied enemy, after the selfish treatment accorded those countries. If the aristocracy and the monarchists of Russia should join the Hohenzollern armies an offset would be found immediately within Russia itself. In the meantime what is our position and that of our allies respecting Russia? No less an authority than former President Taft is of the belief that if a government existed in Russia, think of it, questioning a government for nearly 200,000,000 people, mostly illiterate!—we and our allies would be at war with Russia. Technically, we are invaders; practically, the landing of troops is declared to be an act of war against the Bolsheviks.

The Allied nations have gone to Russia, after the waste of months in fruitless debate on whether the Lenin-Trotsky autocracy represented the Russian people and whether we and the theoretical right to interfere with the Russian people and save Russia. Our slender armies will serve as a rallying ground for the people who are determined to be rid of German-Bolshevik slavery.

The nucleus of revolt is found in the Czech-Slovak armies and scattering Russian hands who are awakening from their dream of April, 1917. Against the anti-German army is to be found Austrian and German prisoners and Finns and an element that has always favored Hun domination of Russia. Mr. Taft regrets that we have so far "shuffled in" to the Russian policy of fatal import without having a well-defined program. A stiffening of Russia would be a powerful lever in the west.

First Assistant Secretary of War Crowell has been named United States Director of Munitions.

The Wintering of Vegetables for Seed

One of the simplest and most successful methods of wintering cabbage is to place the plants side by side, heads up, in a trench or pit, the top of the heads being about six inches below the level of the ground, the trench being refilled with soil to the bottom of the heads. Put about a foot of straw over the heads and when

and to make travelling by their respective routes a continuous enjoyment.

And now we conclude. If these very fragmentary and inadequate observations of ours serve to expand the ideas of any of our readers in reference to our country and its rich and illimitable resources our writing will not have been in vain.

It is to be feared that many of us Ontarians have been accustomed to think of the eastern provinces as effete, unprogressive, and inconsequential. In our minds we have been too long accustomed to regard Canada as composed of Ontario, the Prairie provinces, British Columbia and a few cantankerous Frenchmen in Quebec.

In our faulty and ignorant calculations of Canadian national greatness the Maritime provinces scarcely entered at all. The editor of this, g. f. j. has come to realise that we have in the provinces down by the sea a priceless possession that complete and round out the Canadian heritage. If we have succeeded in conveying to our readers a partial sense of the pleasures, the surprises, the profits and the expanding vision that have been ours, our efforts will have been more than repaid.

In looking back over this series of articles we find there are vast numbers of details and interesting facts that we have not touched upon. We have refrained from tedious amplification for fear of wearying our readers. We might for instance have referred more especially to some of the great men who owned the Maritime provinces as their birth-place, men like Admiral William Sims, a Nova Scotian, who now commands the United States fleet in the war zone, men who have won the applause of listening senates or become world-famous in the fields of literature, art, education, finance, statesmanship, or commerce. We might have referred to such interesting facts as the custom they have all through the Maritimes of taking the left side of the road when automobiles or carriages pass one another. We might have spoken of the high standard of education, particularly in the Annapolis valley where every tenth farmer is said to be qualified to write B. A. after his name. We would fain have delved into these and kindred topics at greater length, but will refrain in the hope that the inquisitive and truth-seeking reader may go and learn for himself.

of the celery come even with the surface of the ground. The plants are set close together in the row, but each row is separated by soil. Before severe frosts, the plants are covered with a heavy layer of straw and when cold weather sets in with about fifteen inches of soil.

When harvesting beets, carrots, parsnips, and turnips the tops should be cut to within two inches of the end of the specimen, thus leaving the central shoot. A pit in which good success has been obtained in wintering roots is made as follows: A hole is dug of the necessary dimensions, six inches deep, in a well-drained place, poles are laid on the ground and covered with boards, leaving about five inches of air space under the flooring. A sink hole three feet deep is dug six feet away from the pit. An inverted trough-shaped pipe connecting this hole with the air space under the pit provides ventilation and drainage. The roots are put in bags to separate them better and piled three tiers high, running to a peak. A peaked roof of boards is put over the pit, high enough above the bags to allow fifteen inches of straw to be packed in between; over the roof is put a light coat of straw and then fifteen inches of soil. A vent hole nine inches square is left in the centre of the doof. Before hard frost the sink hole is filled with straw and covered with boards and twelve inches of soil.

The foregoing information is given in a leaflet, written by the Dominion Horticulturist, and which can be had

Stirlingshire has about thirty thousand applications for sugar for jam making.

The Sparrow Immune From Gas

Investigations of the effects of the poisonous gases used in gas attacks, says "Our Dumb Animals," shows that horses suffer much from the noxious fumes and subsequently thrown into a state of nervous terror on again scenting them. Mules are more inclined to stand their ground and appear as if trying not to breathe. Gas helmets of a kind have been successfully tried for both these animals. In the trenches are many animals kept by the soldiers as pets. Of these, cats quickly scent the gas and run about howling. Guinea pigs are the first to succumb. Bats and mice emerge from their holes and are found dead in quantities, which, as the soldiers say, is the only advantage of a gas attack by the enemy. Poultry of all kinds are useful for giving warning, ducks and fowl become agitated ten minutes or so before the oncoming gas clouds. Many kinds of wild birds are greatly excited, and the usually unflinched owl becomes, as it were, half-demented. Only the sparrow seems to disregard the poisonous vapor, and sparrows chirp on where horses are asphyxiated, and bees, butterflies, caterpillars, ants and beetles die off in great numbers. The gas at once kills snakes, and earth worms are found dead in their holes many inches below the ground.

How Wounds Heal

NATURE'S PROCESSES PLAY A LARGE PART IN THE OPERATION

Few people have any idea of the wonderful process by which wounds heal. Stitching, dressing, etc., are important operations, but none of them can make good the damage or replace the loss of tissue in a wound. This is the work of our good friends in the blood, the white corpuscles, the "scavengers," so called because they destroy disease germs.

When a wound is made, a nerve broken, a nerve torn, etc., it is chiefly by these corpuscles finding their way out of the blood vessels into the surrounding tissues that the injuries by bullet or bayonet are repaired. The union of broken bones, nerves, skin, etc., is effected by the corpuscles finding their way into the coagulated blood which surrounds the injured parts.

They throw out what are called "processes," become fixed and join each other. A new tissue is thus formed, which becomes endowed with blood vessels. Fibres follow, and these serve to keep the torn tissues of the wound in what is surgically called "opposition."

In this tissue, in the case of a broken bone, bone salts are deposited; where nerves have been torn by a bullet, nerve fibres grow, and so on. These fibres in the course of healing contract, and it is by that power of contraction that the edges of a wound are brought together and united.

Demanded the Limit

Hal Chase, the brilliant, but erratic baseball star, is out of the game, and he went out under a cloud, with a name besmirched. Why? Simply because he did not put his heart and soul into the game. He did not play fair. He was not honest with himself or his public.

In this terrible time, civilization is demanding its best from every individual. He must have his heart and soul in this struggle. Baseball demanded the limit from Hal Chase, and did not get it. In the same way this war demands the limit from all the nations engaged—not men, money, munitions and food,—and to win we must give it. Canada's crop must be saved—every bushel and every pound. Lend a hand. The farmers need men.

Cobb's and Collins' Jobs

Ty Cobb for the gas and flame division of the American Army and Eddie Collins for the Navy. That's the lay out now. The two greatest players the game has produced in a decade have selected hard jobs for themselves in the great series, reflecting credit on them and honoring the game. This is in marked contrast of the "Safety First" boys, who are more fond of dividend issues than the issues of the world struggle. The example of these two men will be followed by others, and will help the game.

There is a great deal to do in winning this war. Saving food and producing food are two essential jobs for everybody. Saving the 1918 harvest is Canada's most pressing chore right now, and it's up to every able-bodied man to do what he can. Farm help is scarce. Get into the game.

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THIS

Just How a cation

BY JAMES L.

Professor of Education and President-Elect

How was the to browbeat the believing that this ary war of defence Kaiser so hoodwinking Germans that a God-sent leader much concerned has done the work of the "hero" more significant. Collier, and other have studied this phatically that the education is responsible for the formation of the "servile tool in the house of Hohenzollern and his Junker and their nefarious position of the world seized upon the means of browbeating acquiescence and which in every able to develop freedom practices, in Germany vortio into making of the Government is life blood of K schools are the city which the whole alive." To enslave into intellectual submission, the has made all the tions, has made all cials, powerless to themselves, and actual subjects in to carry out this

Decades before Germany, Prussia put all absolute Government preventing the independent school teach freedom of Since the Govern- ture citizens while pils to think alike. Government dicta are in effect forb school in Germany without Govern- this is very seldom

who built the four many of today, m Government's great people could be schools, for the schools, controls present Kaiser the interference with gymnastium was es- tated, not for e- did little to devel- sem; gymnastium; alike were to be a dictatorship of the effective have the extending the Gov- tion over the ped- scheme has been outside of Germany started in 1886 e- education in it- Before the war is for the teaching of patriotism, and Ge- of the most ferti United States. Th- It naturally kept- cover, is responsible the introduction of American schools, pupils.

Hold on Teach

To control the se them the pupils of many early saw it complete hold up- cordingly, the Ge- made a civil serv- enures his position- an oath which forb- or say anything s- tereests of king a- what his individua- he is bound, body- even more true of- tressors. They are- ment slaves. The- the power of remo- them. In such a- order as Germany- pelled from his pos- can hardly hope to- ikany other way, nothing surprising spirit demonstrate known university- ly in the war, sign- operating German- even though later- that they were not- of Germany's inn- desired; they kne- blood and possibly