

The Evening Times and Star

ST. JOHN, N. B., MARCH 30, 1914.

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ST. JOHN AND THE VALLEY.

Evidently we may expect some action this week on behalf of St. John, in order that its interests may be protected, so far as is now possible, in connection with the Valley Railway. Mayor Frink has been in communication with Premier Flannigan, and evidently is arranging a conference. The president of the Board of Trade has been making enquiries in Ottawa, and no doubt he and his committee will also proceed to Fredericton. Commissioner McEllen is to discuss this subject to-day at City Hall, probably with the purpose of having the City Council take action.

These signs of activity are welcome, even if they are somewhat belated. Nothing could be worse for the country than for everybody concerned to remain silent and allow the Legislature to guarantee additional bonds to the extent of \$2,000,000, without clear knowledge as to the entire route of the railway, the time within which it will be completed, and the arrangements for its use by the Grand Trunk Pacific from Fredericton to St. John. It is necessary to know, also, how the Grand Trunk Pacific is to make connection with the Valley line, there being no connection present except by means of the old Canada Eastern from McGivney's to Fredericton.

When the province guaranteed the bonds of the Valley Railway for an amount, which, together with the subsidies, was supposed to be ample to complete the railway, the agreement was that the line into St. John was to be finished before the end of next year. To-day there is no satisfactory information as to the route, as to the time of completion, or as to what has been done with the money already provided.

Those who have been watching the development of this project were anxious that boards of trade and other representative bodies should confer with the government last summer, for the purpose of pointing out the danger of delays, and with the idea of taking steps to insure the completion of the railway by the time the Grand Trunk Pacific is ready to carry through traffic; but nothing was done. This is no time for hesitation and soft words. The whole future of the project, and in a manner the whole future of the province, demands stiff and courageous action on the part of all representative men. Let us hope that those who are now beating themselves on behalf of the city will be firm and outspoken.

A WORD TO THE PESSIMISTS

There are so many reforms on foot in these days that from their very number and influence a thoughtless man might be persuaded that society is making no progress at all. The other day a trained observer in the United States began to compare the health of city children with those of the country districts, and he found that in spite of the wealth and the congested poor population in cities, the health of city children was very much superior to that of country children. The cities still have thousands of crowded tenements which lack pure air, and thousands of families live in want, yet public health in these places shows a steady advance, because of increasing civic aid and responsibility. It is well once and a while to make comparisons that are fair. For example, The New York Evening Post, in discussing the health of children in the city and country, says pointedly:

"What we complain of as lacking in the country was lacking to everybody, in city or country—certainly lacking to all but a favored few—a hundred years ago, most of it fifty years ago, much of it twenty-five years ago. It is easy for the fluent agitator to picture the monster of capitalism as grinding out the lives of the poor; but nothing is more certain than that in no previous age of the world has there been among the masses of the people anything like the present degree of exemption from the primary ills of human kind, or anything like the present degree of mitigation of those ills. Neither hunger nor cold, neither sickness nor deformity nor untimely death, plays a part remotely approaching in magnitude that which it played in former times among the masses of mankind. It is owing solely to the intensity of the desire of our generation for further improvement that we sometimes fall into the delusion of imagining to the contrary."

These things are true, and it is well to keep them in mind, if only for the purpose of maintaining or recovering a proper sense of proportion. The reforms of to-day, or most of them, are very necessary for the world is confronted with many branches of amelioration which demand volunteers. There are scores of good causes needing men and money. But let us not forget that the world is making solid progress toward better things.

THE MELTING POT.

Will there ever be a thorough mingling of the various races in America and what effect will it have upon the people? That there is a mingling of races by intermarriage cannot be denied, and yet it is found that racial groups are maintained with a tenacity which does not indicate a rapid change. Dr. F. A. Woods in the Popular Science Monthly

not only does not look for a genuine mingling of blood of different races, but would not regard such a result as desirable. He declares that all the racial stocks that have come into the United States since 1880 have been very inferior to those already in the country in the seventeenth and eighteenth centuries and that in general they have been getting worse and worse. We quote:—

"There have been a few notable exceptions, but broadly speaking all of our very capable men of the present day have been engendered from the Anglo-Saxon element already here before the beginning of the nineteenth century. We sometimes read magazines and newspaper articles about the Irish in America, the Germans in America, the French in America, the Jews in America, describing the achievements of distinguished foreigners who have risen to high esteem and publishing portraits of the same. It is because they are relatively few that it is possible to make a magazine article out of the material. Who ever saw a similar article on the English in America? The statistically true can be exciting only to the scientifically inclined. We have heard a great deal about the melting-pot, but no one as far as I know has brought forward any proof that there is a melting-pot in true biological sense, i. e., that there is any genuine mingling of blood sufficient to overcome the natural tendency that all species and varieties have to grow apart and become more dissimilar in course of time. If there had been a thorough mingling of the races in this country there would have already been a decline in natural ability, but the tendency of the United States and of Canada as well elevated rather than brought lower. Thoughtful consideration of the question brings one inevitably to the conclusion that increasing care should be taken in selecting immigrants and preventing as far as possible an increase of the undesirable and the unfit."

The conclusions of Dr. Woods will be of much interest to students of sociology as well as to all those who desire to see the physical and mental standards of the United States and of Canada as well elevated rather than brought lower. Thoughtful consideration of the question brings one inevitably to the conclusion that increasing care should be taken in selecting immigrants and preventing as far as possible an increase of the undesirable and the unfit.

President F. S. Westbrook of the University of British Columbia in an article in the current number of Science touches upon the question of the fusion of races and of the relation of Canada to the United States in this connection. He says:—

"To develop, sound out, fuse and assimilate Britain has taken two thousand years. In the making of that portion of Greater Britain, the Briton, the Celt, the Saxon, the Roman, the Saxon, the Jute, the Angle, the Norman and even the Spaniard, since the time of the Armada, have been fused, whilst the Jew has furnished an increasingly important strain for the past thousand years. Nor has Germany failed to make her contribution to our highest social and governmental strata. The facilities, however, for rapid nation-building have increased by leaps and bounds, of which the chief is ease of transport and communication. In the United States, the world has had the opportunity to see the creation of a nation in a day, where the scores of elements have been gathered in the four corners of the earth from those countries whose centuries of conditions have been brought overcrowding and in some have given birth to intolerable conditions. In Canada, the same conditions obtain as are to be encountered in the United States, with the difference, however, that the Anglo-Saxon dominates, British tradition governs and her law and rule are paramount. Also infinitely Canada must afford ultimate relief from the overcrowding of her older neighbor."

There is a marked distinction between what President Westbrook calls the fusion of races and what Dr. Woods describes as a genuine mingling of blood. There may be a fusion of races for national purposes, where differences of race, language and tradition are tenaciously maintained. Dr. Woods appears to be convinced that the Anglo-Saxon race has nothing to gain from a mingling of blood with any other racial division. Doubtless his viewpoint is that of an Anglo-Saxon in general, but it could hardly be expected that the people of other races would share his views.

The tax bills will soon be out again—but there is no sign of taxation reform.

Citizens who gave up their time to assist in the Salvation Army campaign have been most successful. It shows what organization and united effort will do.

Silent on the Valley railway—the big problem at its own door—the Standard continues to distort the facts about the Transcontinental. Why not tackle the Valley job? Who has his foot on the soft pedal?

Hon. Mr. Cuthbert is much pained to observe that there are thousands of men in Canada "revelling in the pride of wealth and withholding from their workmen sufficient to provide the latter with a decent livelihood." The sympathy of Mr. Cuthbert may be of some value, but it is somewhat belated. It will be remembered that he discovered that he had business in England when his presence was greatly needed in British Columbia at the time of the miners' strike.

The site of Dyer, Alaska, which in the days of the Klondike boom had a population of 20,000, now has a population of three, one Indian woman and two Americans, one of whom is establishing a fox farm.

BIRTHDAYS OF NOTABILITIES

MONDAY, MARCH 30

Rev. R. F. Knowles of Galt, one of Canada's best known novelists and the author of several entertaining books, was born forty-six years ago today in the village of Maxwell, Ont. He says that one of the most amusing incidents in his life occurred one day when a man and woman came to his name to be married. With his wife as one of the witnesses, Mr. Knowles went through the ceremony and, according to his custom closed the performance by kneeling down and asking the divine blessing on the couple, with a special petition that the man might be abundantly blessed in his business. As the two were leaving, he incidentally asked the groom what calling he followed and was some-what dismayed to find that he was a saloon-keeper.

LIGHTER VEIN.

Beginning to Waver.

"Now that you have agreed to marry me, dearest, I presume I had better ask your father's consent."

"You may, if you like, but it isn't at all necessary. I am in the habit of doing exactly as I please."

"Oh, in that case, perhaps I'd better consult your father about the advisability of not marrying you then."

Not Practising It.

"Here's a letter from John. He says he is studying political economy."

"Isn't that new?"

"I don't know. It doesn't seem to be doing any good. At the bottom of his letter he says he's out of funds and wants \$25 more."

Banquet Table Sarcasms.

"That fellow certainly can make a great speech."

"That so, then why doesn't he?"

That's Different.

Mrs. Ewe (complaining)—Such servants as we get nowadays!

Mrs. Wye—Well, one can't expect all the virtues for \$4 a week, you know.

Mrs. Ewe—But I pay \$6.

Youth's Rapid Rise.

Manager (hiring office boy)—Well, my lad, what do you say?

Applicant—Before I take the job, sir, I like to know if there is any chance of promotion.

Manager—Well, as to that it depends on the boy. The last one we had owned the whole place before he'd been with us two months.

"Young Brooks is relieved of one trouble, anyhow."

"What's that?"

"He won't have to lie about his salary to the girl he's going to marry. He works for her father."

A man rang the bell at Willie Budd's house one day, and Willie, aged eight, answered it. "Is Mr. Budd in?" said the man.

"What's that?" said Willie. "For do you want to see old Mr. Budd?"

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QUERIES BY OPPOSITION ARE IGNORED

Government Refuses Information Regarding New Brunswick Matters

—Hon. H. R. Emmerson, F. B. Carvell and Others Waiting For Facts

Ottawa, March 28.—The government is deliberately withholding answers to many important questions asked by Mr. Emmerson, Mr. Carvell, and other Liberal members in regard to the Intercolonial and other matters of public interest. Day after day when these questions are called the government replies "Stand."

Some of the questions now waiting replies, and in which the people of New Brunswick are much interested are as follows:

1. Mr. Emmerson. March 10.—Has the Intercolonial railway a staff of engineers employed in surveying near Dorchester and Sackville, New Brunswick, with a view to double tracking and the securing of improved grades and curves? If so, who is the engineer in charge, and is he a former employee of the Canadian Pacific railway?

2. Who are employed as engineers or otherwise assisting in the work, what are their ages and nationality respectively, and in which the people of New Brunswick are much interested are as follows:

March 24.—Who are the directors, officers and chief shareholders of the Trent Valley Woolen Manufacturing Company, Limited, mentioned in an order in council dated Aug. 25, 1913, and set forth on page No. 898, of the third volume of the Auditor General's Report for the year 1913?

3. What was the full information furnished by them, as described in said order in council?

4. Who were the certain of these parties with whom the minister of railways and canals had the subject matter of said order in council under personal consideration, as mentioned and recited in said order in council?

March 23.—1. Has the Intercolonial railway appointed a man named Cowan as resident engineer in the maintenance of way department at Truro, Nova Scotia? If so, when was he appointed, and at what salary?

2. Where is he from, what is his age, is he a British subject, and has he been until recently or at any period in the employ of the Canadian Pacific Railway Company?

3. Did he displace Mr. J. Jardine, C. E., an engineer trained on the I. C. R. and who held the position of resident engineer at Truro by promotion?

4. Is the said J. Jardine, C. E., now in the employ of the Intercolonial? If so, in what position and where?

5. Is the said W. O. Cowan a friend or a relative of B. B. Brown, the chief engineer of the Intercolonial?

6. Was the said C. B. Brown, chief engineer of the Intercolonial, an American citizen at the time of his appointment?

can citizen at the time of his appointment, and in the employment of the Canadian Pacific Railway Company, and when was he appointed and at what salary?

March 29.—1. Has the Intercolonial railway now in its employ, or has it had, a man named Fred Harris? If so, what was the nature of his employment?

2. Was he inspector of rails, when was he first employed, and previous to his employment was there such an officer on the Intercolonial?

3. What was his age when employed, had he been an employee previously of the Canadian Pacific Railway Company, and was he a retired employee of that company and in receipt of a pension or retiring allowance monthly or annually therefrom? If so, what was the amount thereof?

4. Was he a British subject, and what was the salary paid him by the Intercolonial?

5. Is he still engaged as an employee of the Intercolonial? If not, at what date were his services dispensed with, and for what cause?

Mr. Carvell. March 12.—1. How much has it cost for repairs and renewals for the dredge formerly officially known as the W. S. Fielding, at work in the harbor of St. John from Oct. 1, 1911, to the present time?

2. What persons, firms or corporations did the work?

3. Was the work done by tender? If so, who were the tenderers and what was the amount of each tender?

March 12.—1. What persons, firms or corporations are engaged dredging for the government in the bays, harbors and rivers along the coast of New Brunswick, except the harbor of St. John and the St. John river and its tributaries?

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