The St. John Standard

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ST. JOHN, N. B., TUESDAY, MARCH 11, 1919.

THE G. T. P. AGAIN.

Seventeen hundred more miles of railway to be added to our already over-burdened Government system will be the eventual outcome of the appointment of Hon. J. D. Reid to the receivership of the semi-insolvent Grand Trunk Pacific, which, in the face of Government competition, is unable to carry on excepting at a serious loss. Announcement is made that despite the increased rates granted by the Railway Commission that line finds itself unable to operate within its revenue, and the receivership is asked, in order to prevent a break in the service now rendered. The road, as has long been anticipated, must before long be added to the Government system, and much of it permanently put out of business. This is a portion of the price the people of Canada pay for the Laurier blundering.

Following the transfer of the Canadian Northern, traffic originating in the East has naturally been routed over the newly acquired lines from Winnipeg to the Coast, and the G. T. P. has to a very considerable extent been deprived of the enjoyment of National Transcontinental business, which, in previous years, accounted for an important share of its revenue. It was left hanging with one end at Winnipeg, and the other at that hole in the wilderness known as Prince Rupert. An almost utterly useless line for the greater part of its length, little remains for the widely advertised G. T. P. but destruction. From Edmonton to Prince George, through rich cattle country, the G. T. P. and the C. N. R. ran so closely side by side that for hundreds of miles passengers on passing trains could almost shake hands out of the windows. During the war this condition was to some extent overcome, when, because of the demand for steel, great stretches of one or other of the lines were torn up and all traffic carried over the remaining portions of the connected roads. Indeed to the ordinary traveller it was impossible to tell whether he was bumping over Canadian Northern or G. T. P. rails. At Prince George the C. N. R. turns south and, following the North Thompson Valley, later parallels the C. P. R. to Vancouver. This entry to Vancouver is the one creditable feature of the entire western division. The G. T. P. on the contrary continues west from Prince Rupert, one of the most God-forsaken landings on that whole fog-bound coast. It bears about the same relation to Pacific trade as L'Etete does to Atlantic overseas traffic. There is opportunity for a harbor—that says everything.

Some day, as the country develops, the Winnipeg-Edmonton division of the G. T. P. will be a profit earner, for it passes through a rich section of the northern grain growing country. The Edmonton-Prince George route will continue in its present state of amalgamation with the C. N. R. and one line will be formed out of the two. And when the advice of the people of British Columbia is taken, the road from Prince Rupert to the coast will be made a purely local line, with a service reduced to such a basis as can be justified by the amount of business offering, while all through traffic will be routed by way of Prince George to Vancouver, its natural outlet.

Meantime ways and means must be found to keep this superfluous railway system in operation until such time as the Government and the G. T. P. Company can arrive at some understanding as to its future. The only thing now certain is that Canada is in the position of being forced to assume a responsibility which no one desires.

FOSTERING EDUCATION.

The local government in its message to the Legislature expresses approval of the Federal Government's plans to promote technical education and vocational training, and then dismisses the whole subject with the observation that with the legislation already upon our statute books there is no doubt that New Brunswick will be able to co-operate in this most necessary movement. A lawyer, or even a politician, may perhaps improve his technical qualifications by studying legislation already upon our statute books, but facilities of a more material character are needed to provide the technical education, which the majority of people want. The Federal Government's plans are well enough as far as they go, but they seem to be conditioned upon the expectation that local governments will amplify or modify them by measures taking into account the special needs and peculiarities of the principal local industries. And that expectation is certainly not adequately met by the legislation already on our statute books.

In Great Britain and France this question of providing facilities for technical education and vocational training has received more attention during the war than in the previous decade or so, and the further development of such facilities is occupying some of the best minds in those countries. Extensive provision has been made to enable soldiers incapacitated from following former occupations to learn new trades, and schools have been organized to give men an opportunity of re-acquiring the proficiency in their former occupations which, in a majority of cases, they lost during their service in the army. In addition to provision for these special needs, the whole system of technical education has been extended and enlarged, the reason being that the State owed special consideration to the millions of young men who, if they had not been called to the colors would have been serving an apprenticeship to some trade or calling, that it was a special obligation upon the State to provide educational facilities enabling young men to make up in some measure for the time lost so far as their technical proficiency in the business of life is concerned in the military service of the State. It was also recognized that as a result of the general shake-up of the war, many men would want to take up new occupations, and that the public authorities would be derelict of duty if educational facilities were not provided, offering opportunities of acquiring technical proficiency in new occupations, such as the ordinary routine of the occupation itself would not give. The example set by the various public authorities in France and England has had the effect of inducing many private corporations to establish technical schools in connection with their works for the special training of their employes.

In New Brunswick there is evidently no adequate recognition of how conditions created by the war have emphasized the need and importance of technical educational and vocational training. Our local politicians may salve their consciences by taking the view that the Federal Government, having raised the Canadian armies, is the proper authority to provide the returned soldier with educational facilities which will enable him in some measure to overcome the handicap of years of military service. But it is a short-sighted view. Local authority owes something to these soldiers; it also has a duty to the young people of the province generally in this connection, for everywhere modern industrial progress is more and more dependent upon the facilities for technical education and vocational training.

GERMANY'S FLEET.

The disposition of Germany's fleet is a matter on which the great associated powers still seem unable to agree. At the present time opinion is sharply divided, Britain and the United States favoring the destruction of these vessels while France and Italy insist on their division among the victorious powers in proportion to the naval losses each has sustained. It is considered by naval experts as highly improbable that these ships could be junked at a return at all commensurate with their present value, while their transformation into cargo carriers is, of course, out of the question. Sinking the ships represents an actual loss to which none of the smaller powers would care to consent, and this plan, it may be taken for granted, has now been abandoned.

While Britain and the United States have been able during the period of the war to maintain the strength of their navies, this is not true of France. British losses amounted to 550,000 tons, and the war ended with Britain's fleet more powerful than ever. The United States lost only 17,500 tons and, of course, more than replaced this by new construction. But France handed over her ports and her yards to the use of the Allied powers, and at the cessation of hostilities found herself weakened to practically the full extent of her naval losses which totalled 110,000 tons. These losses included nine capital ships, none of which were replaced, while Britain was able to acquire by construction or purchase twenty capital ships to replace those destroyed. Italy suffered through the destruction of 76,000 tons, which losses were not replaced. Thus while there is no very good reason why Britain should insist upon the division of the German fleet from the standpoint of her own sea strength, and while the United States has lost nothing worth speaking about, Italy and France are relatively much weaker than before and have every right to seek compensation, in view of the fact that their sacrifices were made for the benefit of the Allies as a whole. If, however, the peace conference is able to bring about a material reduction in armaments—which is not a very bright prospect at the moment—these two powers will not feel the pressing need for naval additions which now impels them to their present attitude. But in view of the United States' somewhat elaborate program of naval construction, and the evident feeling in Britain against any reduction in her margin of naval supremacy, it is not probable that the peace conference will actively affect the rivalry of the principal powers.

According to the reports brought back by Commissioner Bullock, the question of nationalization of St. John harbor has been materially advanced. While there are still a few points to be arranged, and while the purchase price has not yet been finally settled, there is a very good prospect that before many days elapse a preliminary agreement will be reached which may be placed before the people of St. John for their consideration. It is gratifying to note that even this much has been done.

WHAT THEY SAY

Pass It Around.

Mail and Empire: General Pershing has cabled for 75 tons of chewing tobacco, but the assumption is that he will distribute a lot of it among his troops.

Opinions of Other Editors.—Sublime Cruelty

Rochester Democrat-Chronicle: One way to stop Bolshevist propaganda, it is suggested is to stop the importation of paper into Russia. Certainly such a move would be a cruel blow to the literary group in that country.

Exactly.

Kingston Whig: There is no doubt, remarks a contemporary in discussing the recent provincial bye-elections, that the Government has done its duty to the very best of its ability. Exactly. But the country is not satisfied that its ability is worth bothering about.

Three R's.

London Free Press: Quebec cities are in the future to pay greater difference to the "Three R's." No boy or girl under 16 may be employed by any one in a trade, business or profession, unless such boy or girl can read or write. This enactment will save many from the "sin of ignorance."

The Talking Bird.

Free Press, London: The Talking Bird of the ancient legend spoke with a human voice and could call all other birds to sing in concert. Apply the story to modern times and it would appear that the well-known baldheaded eagle, sometimes called the Bird of Washington, has given proof positive of the "human voice"—his trick would seem to be to get the rest of the congressional aviary to join in the chorus.

One Reason.

Hamilton Herald: One reason why neither President Wilson nor any other statesman at the peace conference is likely to pay any attention to the Sinn Fein emissaries who demand recognition of the "Irish republic" is Article X. of the provisional constitution of the League of Nations, which provides that:

"The high contracting parties undertake to respect and preserve as against external aggression the territorial integrity and existing political independence of all state members of the league."

A BIT OF VERSE

To England: Afterthought.

Past is their dream—to bring her work to nought
Whose hands have made the desert places bloom,
And quickened into light the jungle's gloom,
And Law and Order to Confusion taught.

It may be she at times has blindly wrought,
Not fearing in her wrath to earn the doom
That warns us from a despot nation's tomb,
Or seemed at point to fall from all she sought.

But England, now, remembering all thou art
And all ahou still must be, couldst thou have failed!?
Now, spite of long-used love of ease and gain,
And strength by very strength awhile made gain,
Thy sternest hour of trial now has but availed
To rouse, as never yet, thy mighty heart.

England, the gateways of the world are thine:
Through every clime hast thou reached out a hand
And made thin own the best of sea and land,
As one who takes and rules by right divine.

Like Rome of old, thou mighst at ease recline
And at the tasking half the world command;
With spoil and tribute heap thine island-strand,
Making thy drink of conquest's cruel wine.

But thou—hast thou once stayed thy toil to know
What harvest to thy hands the year would send,
Or taken thought save in thy strength to sow?
And this one glory, England, shalt thou keep,
Though alien hands may of thy sowing reap:
Thou gavest thy best, whate'er might be the end.

Yet, England, heed the instant-warning sign:
Lo, at thy gates the strong young nations stand
And in the earth their heritage demand;
Not for mere pottage will their rights resign.

The counsellor's, not the conqueror's part be thine—
Thine isle, the patriot-pilgrim's far-sought strand;
Thy courts, the arbiter of land with land;
Thy minster-fane, the poet's and the sage's shrine.

And so, too great to hate, to strong to fear,
With offspring races gathered round thy knees,
Daily in theirs thy youth and strength renew—
The poet's world-old dream at last come true
On the blood-glutted land; and, far and near,
Spotted with trade alone, the spoil-gorged seas.

—Benjamin Sledd.

A BIT OF FUN

Submarine Travel.

An Irishman had just landed at Liverpool after a terrible voyage, on which, as someone had said, he first feared he was going to die, then feared he wasn't.

As he crawled on to terra firma, his lack-lustre eyes fell upon a diver coming out, glistening, from the water.

"Och," he muttered, "if I'd known it was going to be so rough I'd have walked meself.'—London Answers.

Little Benny's Note Book.

BY LEE PAPE.

THE PARK AVE. NEWS.

Weather and Joak. Cool in spots. Then why not put more clothes on those spots?

Big Skandil in Skool. Sam Cross had to stay 2 hours after skool and cleen off all the blackbords last Thersday because he told Miss Kitty he was late on account of his mother being sick in bed with 2 doctors, and a little later who wawked in to see Miss Kitty but Mrs Cross, looking helthy as enything. Sam Cross saying as a lxcuse that it wasent a lie because he dident lxpect Miss Kityt would bleeve it

Spoarts. Leroy Shooter bet Benny Potts 3 sents last Satidday that there wont ever be another war, probably not thinking that it would take so long for him to win that even if he does he will be too ded to get eny injoyment out of the 3 sents.

Intristing Facks About Intristing Peeple. Artie Alixander has jest bin presented with a red bath robe with a fancy rope erround the middle for his berthday, and after this he lxpecks taking a bath will be almost a piezzure insted of a deoty, saying he cant hardly wait for Satidday nite to come to try it.

Sissiety. Miss Maud Jonson had her pickture taken last week, making her look as if she was trying to think of sumthing and cant.

Fashionable.

"Was it a fashionable wedding?"

"Very. The groom wore his army uniform."

Showing His Latest Picture.

The Artist—I studied abroad.

His Friend—Ah; that accounts for it. I thought I'd never seen any beasts like that in England—Passing Show, London.

Willing to Learn.

"Do you think you could ever learn to love me?" he asked as he gave her a squeeze.

"I don't know," replied the summer girl, "but go on with the course of instruction."—Edinburgh Scotsman.

A Case in Point.

"What an aggravating habit Jones has of answering one question by asking another."

"I've noticed that. Last night I asked him if he'd loan me $50 and he replied by asking me if I took him for a darned fool."—Boston Transcript.

All Made Clear.

Penley (writing)—Would you say "It is possible for two to live on $16 a week," or "on $16 weekly?"

Wyse—Well, I'd say, "It is possible for two to live on $16 a week weekly."

Pessimistic About Egg Prices.

Arkansas paper—"Society note in 1925: Mrs. Astorbilt were at the opera last evening a diamond as large as an ordinary hen's egg, but not of course, so valuable."

Another Victim.

"That rotten show cost me $2," growled a man in the lobby.

"Cost me $30,000," said the stranger

"Who are you?"

"The producer."—Louisville Courier-Journal.

Horrid Man!

She sighed "I saw the loveliest lace curtains!" she murmured. "I did want them so badly!" She sighed again. "But I knew you wished to economize, my dear, so I didn't get them.

Then he spoke. "That's too bad, dear," he said, generously. "Anything that adds to your happiness and brings gladness to your eyes; anything that brightens your domestic cares and gilds the lowering clouds; anything that borders with flowers the thorny path of duty and appeals to your aesthetic nature, you are welcome to—if it doesn't cost more than a quarter."

A Helpful Spouse.

Hub—What did you do with all those unpaid bills, Alice?

Wife—I saw they were beginning to worry you, dear, so I destroyed them.

A lady advises girls never to marry a man who talks loud—that advice is certainly sound.

Unusual.

A curious cuss
Is Henry Gores,
He publicly admits
He snores.

COLLECTION BARGAINING.

Throughout the English-speaking world, one of the outstanding facts of industrial life is the movement for improvement of relations between capital and labor. In Great Britain, there has been a remarkable response to the recommendations of the Whitley committee for the establishment of industrial councils. In the United States, there is a marked movement towards a like recognition of labor. One of the chief objects of the Canadian Reconstruction Association is "to improve the relations between capital and labor, and to emphasize the advantages of consultation and co-operation." In addition to the speeches of the president and other members of the association urging recognition of the human rights of labor and of the principle of collective bargaining, the association has published a special pamphlet reviewing movements in Great Britain, the United States and Canada to effect a better understanding between employers and workers. Copies of this pamphlet entitled, "Industrial Relations," may be secured from the head office of the association, Royal Bank Building, Toronto.

MAURETANIA INAUGURATES NEW YORK SOUTHAMPTON SERVICE OF CUNARD LINE.

When the S. S. "Mauretania" leaves New York on her next sailing, March 12, 1919, she will inaugurate the New York Southampton Service of the Cunard Line, being the first of the company's vessels to use the channel port instead of the historic town of Liverpool, the British home port of the Cunard Line Service since 1840.

This change of ports makes the Cunard Line a more direct route not only to London, but also to the continent than in the past.

The big passenger express steamers of the line such as the Aquitania, Mauretania and other tourist favorites will stop at Cherbourg on their way to Southampton when conditions become more normal.

This new routing was announced recently by Sir Alfred Booth Bart, chairman of the Board of Directors of the Cunard Steamship Company, Limited, who authorized the statement that the Cunard Line intended to take the place of the German lines, in providing a passenger service of the highest class between New York and the Channel ports.

The Liverpool service will be maintained with vessels of large cargo and passenger accommodation, like the Caronia and Carmania.

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SIXTY-THIRD ANNU WATER AND S

Commissioner Jones Reviews 1918—Lake Fitzgerald and Only New Work—Over-ex Time.

The sixty-third annual report of the Water and Sewerage Department will be submitted by Commissioner Jones at the meeting of the Common Council this afternoon. The report points out that for the first time an over-expenditure has occurred in the department, but against the over-expenditure the department has on hand iron pipe which is worth $25,000 more than when it was purchased. The commissioner pays a tribute to the work of the heads of the department, and reviews the work accomplished during the year.

The report says in part:—

To His Worship the Mayor, and Commissioners of the City of St. John.

Gentlemen:—

I hereby submit the Sixty Third Annual Report of the Water & Sewerage Department, being for the year ending Dec. 31st, 1918.

During the past year there have been two changes in the commissionership of this department. At the regular election in April, Mr. E. J. Hilyard was elected in the place of Commissioner Wigmore, who retired, having been elected as one of our representatives to Parliament. At the recall election held on December 30th the subscriber was elected in place of Mr. Hilyard and on January 3rd entered upon his duties as commissioner.

No appointment has been made to the position of engineer and superintendent, formerly held by J. Fraser Armstrong, now overseas; the professional services of Mr. George G. Hare, C. E., who was appointed City Engineer on May 1st, being available when required. The ordinary administration of the department is under the supervision of Mr. George D. Martin, chief clerk, assisted by Mr. Samuel A. Sewell as superintend of works.

As my term of office did not commence until after the close of the year I have to depend to a large extent on reports submitted to me by the foregoing officials, whose recommendations and suggestions will have my careful consideration.

For the first time the Water Department reports an excess of expenditures over income. This was caused by the decision of the Common Council to substitute cement pipe at Lake Fitzgerald for cast iron pipe after estimates were made up and provision made for making maintenance of sewers and hydrants a charge on water revenue. The expenditure for pipe not provided for was $29,535.56, while the over expenditure was $26,742.53. The expenditure on account of sewerage maintenance and hydrants was $23,697.61, which was charged to maintenance account.

The following is a statement of the receipts and expenditures during the year:

Water Maintenance Receipts.

Ass. 1918	$133,680.30
Ass. arrears	14,622.69
Meters and agreements	56,559.87
Steamship supply	10,342.10
W. S. Fisheries, balance	3,444.60
Sale of material and labor	2,716.67
Sale of scrap iron, etc.	1,094.24
Auto insurance (prop.)	750.00
Rentals	253.62
Sale of old houses	188.00
Sundries	253.62
Over expended	25,742.63
	$249,645.62

Expenditures.

Labor and salaries	$47,099.43
Expenses	8,398.43
Supplies and equipment	4,055.93
Castings, pipe, etc.	12,130.55
New meters	1,711.84
Land purchase	1,502.80
Street repairs	2,402.74
Tool car and track	1,327.64
Taxes	1,444.68
Interest	76,475.96
Sinking Fund	21,706.96
Lake Fitzgerald main	47,691.46
Sewerage maintenance	19,392.32
Fire hydrants	4,305.29
	$249,645.62

EXPENDITURES.

Main Pipe Extensions.

The most important matters which have occupied the attention of the Department during the past year, have been the laying of a 42 inch lock joint re-inforced cement pipe at Lake Fitzgerald and the 16 inch cast iron pipe extension from the Marsh Road along the Red Head Road to supply the St. John County Hospital.

Lake Fitzgerald Main.

This work which is being done as a

Marma
made with
Lantic Sugar
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