

The Evening Times and Star
ST. JOHN, N. B., SEPT. 12, 1919.

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THE ENGINEERS.

St. John has had as guests for the last few days a body of men representative of the engineering profession—a profession which depends to a great extent on the material progress of our country. Those who have had the privilege of attending any of the meetings held by the Engineering Institute of Canada readily realize the great scope of the work with which the men of this calling have to deal; the great public works of the dominion stand as a monument, a lasting memorial of the skill which is theirs.

Colonel Leonard, the president of the dominion body, pointed out the unique and very significant position of the profession with regard to the situation between capital and labor. Placed as they are in intimate yet unbiased relationship to the two interests, they are in a position to assist materially in the straightening out of the problems which now face industrial Canada; they know well the situation and should be a power in the work of amicable adjustment of the relationship between employers and employees.

R. Fraser Armstrong told the meeting yesterday of the problems which were dealt with by the Canadian engineers in the great war successes of last year. His modest picture of the work carried out gave but an idea of the achievements of the sappers when time was at a premium, material was difficult to obtain and the engineers were subjected during the time when their work was most urgently required. Engineer-like he neglected to mention any of the acts of devotion to duty and steadfastness which characterized the members of his profession in the battle area. There was, as J. K. Ganong put it, a work of achievement, and the same cool head and steady hand which marked them in their war work will serve not only themselves but the country as a whole in the great work of reconstruction and re-establishment of better-than-pre-war conditions.

THE GOVERNMENT FLEET.

A new incentive to harbor development and an additional reason for the extension of the facilities here are found in the announcement that the Canadian government merchant marine line will use the port of St. John this winter, the announcement reading that "this line would probably keep the ports of St. John and Halifax fully occupied during the coming winter season." The adoption of this policy is a definite recognition of the status of St. John as a shipping terminus of the government railways, recognition which it was impossible to avoid since the management expects to have more business than Halifax can handle. However, St. John will not be inclined to question too closely the reasons which led to the decision, so long as the ships come here.

Sailing schedules for December and January as announced yesterday, indicate a dozen sailings from St. John to Liverpool, Avonmouth and the West Indies. Halifax will be the terminus for lines running to London, Glasgow, Buenos Aires and Newfoundland. St. John will be able to accommodate the number of vessels listed for this port, but if the development of the harbor had been kept abreast of the times there should have been room here for all the freight steamers which the government will operate. There is no reason why a government railway should carry freight the extra number of miles required to reach Halifax. Privately owned railways do not undertake long hauls when a shorter haul will serve the purpose, and the reasons which influence them should have equal weight with the government road. There can be no excuse for neglecting the port which offers the shortest rail haul while building up a rival port, when the additional railway mileage required to reach the latter imposes an extra burden of cost which must be carried either by the traffic or by the country.

The department of railways has spent many millions in the development of facilities at Halifax. The government railway runs to St. John also, and reaches this port much quicker. There can be no better time than the present to begin the expenditures required to place St. John in a position to handle all the business which can be brought to the port advantageously. The traffic through the Atlantic ports must increase as the country grows; in the future it is possible that the resources of all the available ports will be taxed to meet the demands made upon them, but for the present St. John is the natural, and most advantageous outlet for traffic originating on the government railways and the government should see to it that provision is made here to handle as large a proportion of the business as possible.

A port cannot expect to grow by developing its facilities after the need for them has arisen; by that time the business which needed the port probably will have gone elsewhere. Develop the port, provide convenient means of handling the traffic and the business will come. In undertaking the operation of a fleet of mercantile marine vessels, the government cannot escape the obligation imposed to provide for the connecting link between their rails and their

Rippling Rhymes
Walt Mason

(Copyright by George Matthew Adams.)

GIVE A LIFT.

When I'm chugging in my motor, up and down the countryside, and behold a weary voter, I remark, "Get in and ride." And he always looks so grateful that, in sooth, I wonder why any man should be so hateful as to pass a walker by. All day long the cars go sitting up and down the dusty pike, and few drivers are inviting weary Pete or footsore Mike; and these weary men are heaping curses on the idle rich, as from danger they go leaping to the bottom of a ditch. I repeat this simple motto, as along the road I drift: "When you're riding in your auto, give the weary lay a lift." Oh, my car is large and roomy, seven delegates 'twill seat, and I'll call the pilgrims to me, saying, "Ride and rest your feet." And it fills my heart with gladness, and it makes my bosom glow, when I rescue from their sadness seven delegates or so. In my car I'm grand and stately, like a monarch on his throne, but I'd loathe and hate me greatly, if I rode in there alone, while a lot of weary fellows labored in the dust and heat, breathing through their leaking bellows, weeping o'er their aching feet. I keep saying while I'm skidding in my wagon large and swift, "Selfishness is most forbidding—give the other chap a lift."

Hospital Matters.
(Daily Telegraph.)

Through a series of misfortunes and blunders the question of progressive public hospital expansion and improvement has got into a deadwater. It must not be permitted to remain there. The present situation is a reflection upon the intelligence of the whole community, and to allow it to continue as it is, even for a few more months, would be to ignore pressing and vital needs, and at the same time encourage the reactionary policy which has belittled hospital matters ever since the good results following the famous investigation of 1902 began to die away.

It is quite impossible to make an omnibus without breaking some eggs. If the hospital situation is to be cured—if the real needs are to be faced and met—there must be some radical changes. The present Board of Hospital Commissioners, while it contains some very estimable and well-meaning citizens, long since has outlived its usefulness. Its policy has been at once mediocre and bureaucratic. Where progress and modern methods were urgently needed, there has been stagnation. Worse, the majority of the members, having no real policy, have resisted and resented suggestions of a progressive character and have permitted a narrow circle to conduct hospital affairs, much as though the hospital situation were so intimately related to the health and the very life of the community, were the inherited private property of a favored few.

It is time to find out what should be done, and to confront the taxpayers with a definite, clean-cut and comprehensive plan of hospital betterment and expansion, beginning as soon as possible and covering a considerable time to come. Once they have all the essential ones they must have, they must be without reserve—the people of St. John will heartily support a movement to create an institution that is up-to-date in point of both plant and personnel, a hospital that in equipment and management shall be equal to the needs of all classes in the community.

As a result of inquiries made for a long time past by and on behalf of the Telegraph, it is convinced is the public interest, to suggest the appointment of a Royal Commission, impartial, independent and representative, to hear testimony on every important phase of the public hospital issue, a commission whose sole object will be the good of the community, and whose report and recommendations will afford a new point of departure, free the public mind from doubts and prejudices in connection with this highly vital matter, and outline a course of action that will dispose of a situation which has long been a cause of uneasiness to a community much more intelligent, progressive and generous than the hospital history of the last eight or ten years might lead the casual observer to believe.

In making this suggestion to the local government, and to the civic and municipal authorities, the Telegraph may say a careful examination of the facts will convince any unprejudiced authority that no course short of that here advocated will suffice to meet the case. So much as of the question will be referred to in these columns from time to time.

A Well-Earned Rest.

Hamilton Herald: Few Hamilton citizens have been intimately associated for a longer period with the life of this city than has Mr. Cruickshank (principal of the Hess street public school, Hamilton). For half a century, all but a year, he has taught successive generations of our boys and girls. He has seen his pupils grow to men and women, with children of their own. He has taught these children, seen them grow up, and has taught their children. Service like that to the community counts for much, and it is fitting that it should be recognized. The good wishes of hundreds of Mr. Cruickshank's former pupils and of very many other besides them, will follow him into well-earned retirement.

Encourage Good Music.

Moose Jaw News: It is impossible to develop music in a city at too high a level. There is no denying the fact that during the war musical taste, so many other artistic tastes, has degenerated. It is only because the people have lost touch of high-class music, and have been fed on those abominable rag-time and jazz. Now is the time to revive the better class of works, and the Festival would play a great and important part in doing so. It is sincerely to be hoped that the matter will be taken up seriously. We are sure that all the public bodies would give their help and assistance to the work of organization, and with the right spirit a great success might be achieved.

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