

The St. John Standard

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ST. JOHN, N. B., MONDAY, APRIL 4, 1921.

THE RAILWAY PROBLEM

The problem of the Canadian National Railways seems to be occupying the attention of a great many other business members of the Government. Business men realize that as long as the lines are operated at a loss, there cannot be much prospect of any reduction in rates. It is admitted that Government control is to a considerable extent at least, responsible for present conditions, but there seems to be no other system of management available just at present.

All opinions agree that the various lines must be put in a position to pay their way on operation at any rate. This is recognized as the first essential, whether it is decided to continue them under Government or sell or lease them to a private corporation.

A writer in the Financial Post says that some talk is heard of handing the whole mileage over to the Canadian Pacific Railway Company to co-ordinate, temporarily at least, with their own lines, and stop the deficit. An other suggestion made is that an independent commission be formed, with the C. P. R. represented, to operate all the lines in Canada until such times as business conditions return to normal, and an influx of immigration provides traffic on a profitable basis for the Western lines. This, however, must be dismissed as a solution that is obviously impracticable under political conditions as they influence all three parties in the country.

The President of the C. P. R. expressed the view the other day that only by an aggressive immigration policy, under which large numbers of new settlers could be brought in, and who would create traffic, could railway conditions ever be remedied. That may be a fairly good solution of the trouble, but it will require a good deal of patience to sit still and calmly await the influx of new settlers. It took twenty years of immigration to make the C. P. R. pay, and the country can never stand the strain of existing railway deficits for even a quarter of that length of time.

Another solution that is offered is that only those sections of the national lines that pay should be continued in operation, the remainder should be sold. The author of this suggestion contends that there is useless duplication all over the country, east and west alike, although there are probably more non-paying sections in the West as a result of duplication. He instances the trains out of Winnipeg every night for Edmonton, Canadian Northern, Grand Trunk Pacific and C. P. R. when there is only traffic enough to make one road pay.

The appointment of a Parliamentary committee of investigation carries little comfort. What could a group of amateurs do with a difficult railway problem? It is asked. Putting the question on a non-party basis so far as Parliament is concerned would not help the railway problem materially, however it might relieve the embarrassment of the Government. The only men who can judge whether a road is or can be made to pay are expert railwaymen, which calls for the appointment of a board of these men from Canada if really independent men can be found. If not, from the United States. If such a board were called in and supplied with all the information available the Government should act on their recommendations regarding lines of political pressure brought to bear from various localities to retain a service where it could possibly pay its way. It is said that 95 per cent of the people of Canada would not suffer any injustice, and would have reasonable accommodation by other means. The sections that are discarded could await the incoming of time make their operation profitable.

The result of the adoption of this suggestion would be that all roads upon which operations ceased, would be left to go to rust. Whether it would be cheaper to let them rust rather than operate them at a loss is another question that would need to be considered. But it would probably be the only method for tackling the problem effectively, and as a private firm would be compelled to tackle it.

THE TRANSPORTATION BURDEN

The labor problem of the railroads is twofold. There is not only the situation that under the McKendrick award wages have been put on a basis which is out of line with those paid in the other industries, but the other situation that the increases have been followed by a material decline in production and efficiency. This not only holds in the United States but in Canada where there is perhaps a better opportunity to judge results under government and private control.

A railroad man, who has made a close study of conditions under government operation, both in the United States and Canada, whose name can hardly be given in view of his present position, recently told The Financial Post that the recent experiences proved that it is impossible, under human conditions, to get the same efficiency under government control as under private control. He instanced that when the American railways went under government control they increased their section men from three to four for each section and the larger gangs did less than the smaller ones previously done. When these railways came back under private control there was a reduction from four section employees to three as formerly and a certain amount of work was set for a certain time. In a short time three men were doing almost 25 per cent more work under private operation than four men under Federal control.

The importance of efficiency in the operation of great organizations like the Canadian railways cannot be too greatly emphasized. Cheap transportation is a vital factor in agricultural and industrial production in any country, and particularly so in one of vast distances. A prosperous Canada demands that not only should the country be relieved from the annual burden of railway debt, but that transportation costs be actually reduced.

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"THE BOY WHO NEVER GREW UP"

Hon. Mackenzie King is not adding to his reputation as a political leader by his enough caliber to be entrusted with the premiership by his tactics in Parliament this session. The Toronto World describes him as "The boy who never grew up," and remarks:

"He seems to face the most tremendous problems with the mind of a child. Take a child to visit the great power development plants at Niagara Falls and he will be mainly interested in a canary bird that happens to be singing in the manager's office."

He was rebuked by Hon. T. A. Ocar for his attack on the Government for not laying all the inside business secrets of the operations of the Government railways on the table.

Dr. Michael Clark, the chief lieutenant of Mr. Ocar, gave him a similar lecture on his strategy in Parliament on Tuesday, when he endeavored to secure a snap verdict with a motion calling for immediate by-elections. As Dr. Clark pointed out, since Confederation the calling of by-elections has been at the discretion of the Government. If the law is wrong let it be changed. Dr. Clark pertinently remarked that if Mr. King, instead of reiterating his demands for an election, would explain his policy and what he proposed to do it returned to power, it would be more to the point. Dr. Clark observed that the country knew the policy of the Government and the Agrarians, but people East and West were still asking what was Mr. King's exact attitude on protection.

It will be a gracious act on his part if the late Speaker of the British House of Commons comes to present a Speaker's chair to the Canadian Commons, and the Right Hon. Mr. Leithers may be assured that his courtesy will not lack appreciation in this country, says the Montreal Gazette. There is more in a Speaker's chair than a piece of furniture. Upon it sits the member approved by both, or all political parties, whose words govern the conduct of debate and whose nod gives precedence to participants therein. To catch the "Speaker's eye" is a passport to the floor, and we imagine that in modern days every occupant of the chair has often deemed it prudent to turn a blind eye to the impulsive and tedious member.

The discussion which is expected this evening at the Commercial Club on the pro's and con's of the Commission form of city government, promises to be of considerable interest. The subject is a very live one, and the more it is ventilated the better. It has its friends and it has its opponents, and a frank discussion of it from all points of view cannot fail to be of benefit.

THE DISCUSSION WHICH IS EXPECTED

The substantial majority of the Melbourn Government on divisions in the Commons justified the advice that the Premier should not be stampeded into an election, and that it is the duty of the representatives of the people to give their attention to the business problems of the country until an election is brought on in the usual way, says the Financial Post.

The rule of the road should not be changed in New Brunswick and Nova Scotia, to correspond with that in Maine and Quebec. It would involve no great benefit to anyone in the two former provinces; and with the two latter, we have no concern.

The Senator who took home, looking after his political fences and was

WHAT OTHERS SAY

The first great universal order was there to light. Advancing daylight saving is a fine way of showing appreciation of a goodly gift—London Free Press.

She Heard.
 A Pontiac young man proposed to a Detroit girl just to see if she could hear through the hair mattresses over each ear. Announcement cards will be out this week.—Pittsburgh Press.

Overlooked It.
 Of every dollar the Dominion Government railways take in they must pay out 75 cents in wages. Gross carelessness was shown by the part of the railway unions to overlook the other quarter.—Toronto Telegram.

The C. E. A.
 A man who has served as assistant postmaster for forty years has now been promoted and given the job. You can't tell him that the abolition of party patronage isn't making a few mistakes here and there.—Toronto Star.

Public Golf Courses.
 Thousands of resident golf enthusiasts will read with pleasure the news that at last Vancouver is really going to have a public golf course—and at the Exhibition Grounds in Hastings Park.

Every progressive city in North America now has from one to five public courses, and we know that some day Vancouver would wake up to the necessity.

We know that thousands of wage and salaried people who cannot afford to belong to private clubs will be grateful to the Board and also to our City Council for their kind intention in them.—Vancouver Sun.

Loading on the Job.

It cannot be denied that not a few men in the building trades in Canada have since the close of the war given as little as they can for a day's work. They are to blame in no small way for high construction costs and the shortening of the country's building programme in all important industrial centres on this continent. When the average citizen sees some of these sluggish carpenters, painters, plumbers or plasterers at work he raises his head to the sky and exclaims: Never again! He won't attempt to build any building where the wage is so low.

Never listen to suggestions that there are competent workmen about ready to meet all the requirements of an honest contractor. He has had an object lesson in loading and it has angered him. Then he does his part in blocking progress and obliterating work. He justifies his attitude by exhibits of inefficiency in construction and congratulates himself that he is not paying from \$5 to \$10 a day for work worth from \$3 to \$5. A man who doesn't give an honest day's work for an honest day's pay is stealing something somewhere. The man who does will not have to worry much about the next job. The man who is ambitious about his work will always have it.—Galt Reporter.

A BIT OF VERSE

PEOPLE LIKED HIM.

People liked him, not because he was rich or known in fame. He had never won applause As a star in any game.

He was not a brilliant style. He was not a forceful way; But he had a gentle smile And a kindly word to say.

Never arrogant or proud. On he went with manner mild. Never quarrelsome or loud. Just as simple as a child.

Honest, patient, brave and true. Thus he lived from day to day. Doing what he found to do In a cheerful sort of way.

Wasn't one to boast of gold. Or baffle life with sneers. Did change from hot to cold. Kept his friends throughout the years.

Sort of man you like to meet Any time or any place. There was something always sweet And refreshing in his face.

Sort of man you'd like to be. Balanced well and truly square; Patient in adversity, Generous when the skies were fair.

Never lied to friend or foe. Never rash in word or deed. Quick to come and slow to go. In a neighbor's time of need.

Never rose to wealth or fame. Simply lived and simple died. But the passing of his name Left a sorrow far and wide.

Not for glory he'd attained. Not for what he had of gain. But for what he was himself.—Anon.

THE LAUGH LINE

After a girl has acquired a beau the first thing she does is to look in his watchcase to see whether it contains another girl's picture.

Hee-Haw!
 Ohio paper: The opening selection was rendered by a single quartette.

Professional Temptation.
 Patient—Great Scott, doctor! That's an awful bill for one week's treatment.

Doctor—My dear fellow, if you know what an interesting case yours was, and how strongly I was tempted to let it go to a post-mortem, you wouldn't grumble at a bill three times as big as this.—Boston Transcript.

Blame Laid.
 It's come at last. A Syracuse professor blames the warm weather for the crime wave.—Buffalo Express.

No Admission.
 The Senator who took home, looking after his political fences and was

Benny's Note Book

BY LEE PAGE

THE PARK AVE. NEWS.

Weather. Continued from last week.
 Financial News. Puda Simkins went to Smith's meet store on a errand last Wednesday and Mr. Smith gave him 4 cents too much change, and Puda was still standing there wondering whether it was his by rite or weather he was to give it back out of honesty, when Mr. Smith found out what he had done and took back the 4 cents without waiting for Puda to decide.

School Notes. Percy Weaver got kept a hour after school last Wednesday on account of Sid Hunt soaking him on the top of the head with his joggerty. Miss Kitty just hearing what set the explosion came from without asking any questions.

Pome By Skinny Martin.
 The End of a Parlock Candle
 I lit a candle one Thursday eve
 It was beautiful, long and thick,
 But 3 hours later I could only perceive
 A little black hunk of a wick.

Beware of Crime Waves! Get your front door insured! We will try the door knob every 2 hours to see if it's locked, and if it's not we will ring your bell and ask you if you know it. Rates, one cent a day, 4 cents a week, 9 cents a month, 16 cents a year. The Ed Wernick and Lew Davis Front Door Insurers Co. (Advertisement.)

Intriguing Packs About Intriguing People. Sam Cross has a ambition to be a handy man around the house, only he says every time he goes to get things out of his tool chest to fix something his mother always gently has it fixed already with a hair pin.

asking the minister about some of his old acquaintances.
 "How's old Mr. Jones?" he inquired.
 "Will I be likely to see him today?"
 "You'll never see Mr. Jones again," said the minister. "Mr. Jones has gone to heaven."—The Non-Partisan Leader (Minn.)

Human Fallibility.
 "Joah," said Farmer Cornsucker, "do you remember the time you went to town and got trimmed by a confidence man?"
 "I'll never forget it, father," replied the young man. "Why do you mention it?"
 "I have been listenin' patiently to your advice about how I run the farm, I thought maybe recallin' that episode might make you a little more generous toward any mistakes I happen to make."—Washington Star.

Bargains.
 The cheap pack was exhorting all his delicate subscribers in the science of drawing money from the pocket of the young man. "Why do you mention it?"
 "I have been listenin' patiently to your advice about how I run the farm, I thought maybe recallin' that episode might make you a little more generous toward any mistakes I happen to make."—Washington Star.

Foreign countries last year averaged more than one million dollars per day in money paid to American manufacturers of motor vehicles, tires and accessories.

"Now, gentlemen," he cried, "there is the opportunity of a lifetime! What will you bid for this shilling? Don't waste time, now. This is only one of the bargains I've got for you today."

Bids came very slowly from the doubling listeners, till at last the childish treble of a small boy's voice was heard.

"Sixteen for 4?" he piped.
 And no one seemed disposed to go any higher.
 "Very well," said the cheap pack. "It's yours, my little lad. Where's your sixpence?"

"Take it out of the shilling and hand us over the change!" piped the little lad, who was not taking any chances.—Scottsman.

DIFFERENT PRICES FOR SAME SUGAR
 Maple Sugar, Cream and Honey in Market—Differing Prices at Some Stores.

Maple sugar, maple cream, and maple honey are on the markets and are being eagerly bought by those who are partial to these typical Canadian dainties. While enjoying the sweetest and delicate flavor of some maple cream purchased on Saturday a St. John citizen did not relish buying a package of cream at one store for sixty-eight cents and seeing exactly the smaller cream bearing the makers name for profit at another shop for forty cents. Evidently it would have paid to have walked down that street instead of up it.

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ENGLISH STAINLESS STEEL CUTLERY



This Cutlery is manufactured solely from Fifth's Stainless Steel and in ordinary use will neither rust nor stain. It is not affected by fruit, vinegar, or any of those sauces that stain ordinary steel knives so badly. Think of the time that will be saved by using Stainless Knives which only need to be washed and dried.

We are now showing an extensive line of Stainless Cutlery, including:—Dinner Knives, Dessert Knives, Bread and Butter Knives, Carving Knives.
 In Square and Round Handles: also Pen Knives in Celluloid, Ivory and Pearl Handles.

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Use "Tiz" If Feet Ache, Burn, Puff Up

Can't beat "Tiz" for sore, tired, swollen, calloused feet or corns.

You can be happy-footed in a moment. Use "Tiz" and never suffer with tender, raw, burning, blistered, swollen, tired, aching feet. "Tiz" and only "Tiz" takes the pain and soreness out of corns, callouses and bunions.

As soon as you put your feet in a "Tiz" bath, you just feel the happiness soaking in. How good your poor, old feet feel. They want to dance for joy. "Tiz" is grand. "Tiz" instantly draws out all the poisonous exudations, which puff up your feet and cause sore, inflamed, aching, sweaty feet.

Get a box of "Tiz" at any drug store or department store. Get instant foot relief. Laugh at foot sufferers who complain. Because your feet are never, never going to bother or make you limp any more.

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