

## The St. John Standard

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ST. JOHN, N. B., THURSDAY, SEPTEMBER 25, 1919.

## CIVIC AFFAIRS.

One of the outstanding advantages of commission government is that we have at City Hall a body of men whose whole time is devoted to the well-being of the community, who are in a position to guard its interests at all times and who, being constantly on the job, have opportunity to exercise their best efforts in behalf of the city. Yet there is an element of disappointment in the published reports of the committee and council meetings which have been held during the past few weeks. Our commissioners have devoted their energies and their eloquence to discussions touching increased wages, repairs to ferry boats, the building of incidental retaining walls, tenders for a few feet of pipe, gratuities to disabled workmen, cloth for policemen's uniforms, and other items of more or less moment, all important enough no doubt in connection with the operation of civic government, but lacking in real value insofar as the progress of the city is concerned—in reality subjects to be handled by clerks. There are, on the other hand, half a dozen matters of more than ordinary moment which in the rush of work have evidently escaped the attention of our commissioners, yet on the outcome of these projects depends to a very large extent the prosperity of this city and the contentment of our people.

The present assessment law is no good. It is accomplishing the very things that St. John for its own salvation must avoid. In a rented city it is loading on real estate a heavier share of the burden than that class of property should be called upon to bear, and it is releasing from taxation millions of dollars worth of personal property held by people who can well afford to pay. Yet the only comment that has come from City Hall is that the new assessment act appears to be working out well. This is the extent to which our commissioners are able to judge the opinions of the people.

For years there has been heard from every hole and corner in the city a demand for improved paving. Street after street, in disgraceful condition, has been allowed so to remain, until recently one of our heaviest taxpayers intimated that a little new work would be appreciated. That work has been done. Out of consideration for one of the most important contributors to the city revenues our commissioners were jolted out of their accustomed calm and induced to spend a few thousand dollars on very necessary construction. Later Mayor Hayes in council advocated the preparation of a definite paving programme covering a number of years and the expenditure of a few millions of dollars to provide such paving. We are to start a plan is being prepared, but ninety-nine men out of every hundred in the city of St. John today will declare that this is camouflage, that the proposal has been smothered, and that no such programme will ever be brought before the council for consideration.

The St. John Valley Railway was completed and was ready for operation at a time when hundreds of our people were living out of town and when thousands of others were depending to a very considerable extent on up-river producers for their vegetables and fruit. Up to the present not a single train has run over the Valley Railway to St. John, and this railway, for which the people of this city have contributed along with other residents of the province, is standing idle because the St. John and Quebec Railway Company, the Foster Government and the Canadian National Railway Board of Management did not see fit to complete an agreement with the Canadian Pacific Railway to bring their trains to St. John. The completion of this line and the connection at Westfield gives to this city a through service via McGilvey Junction to Montreal and the West, a road one hundred and sixty-six miles shorter than the Canadian National line to Halifax. Canadian National representatives in this city a few days ago announced that St. John would have all the business over that road that it could handle and in the following day stated in Halifax that the Nova Scotia capital would enjoy a seventy-five per cent. of their entire steamship tonnage. That seventy-five per cent. of the total freight traffic will be hauled one hundred and sixty-six miles farther than it need be hauled, in order that Halifax may be fed by the people of Canada, its merchants and its laborers supported by contributions from the pockets of St. John to cover the cost of that additional one hundred and sixty-six miles of freight haulage. And down in City Hall are five commissioners who have not yet awakened to the fact that there is such a thing as the Valley Railway and the possibility of new business over the Canadian National via McGilvey.

This is one of the great advantages of commission government, by means of which our rulers are in the job from morning till night and able to watch everything that is going on.

Then there is that little matter of harbor commission. It is doubtful indeed if any one of our present Board

of Commissioners actually realizes that there is filed in City Hall today a definite agreement between the City of St. John and His Majesty the King whereby the latter specifically undertakes to construct a series of deep-water wharves between Sand Point and the Negro Point breakwater. That agreement, signed, sealed and delivered, was a condition of the transfer made by the City of St. John of the so-called twelve hundred foot strip from the Beacon to Sand Point. That twelve hundred foot strip was formerly held by the Canadian Pacific Railway and in order to secure its return to St. John this city was compelled to surrender to the Canadian Pacific thirty or forty acres of land in the vicinity of Blue Rock, which land is now used by the Canadian Pacific as a right-of-way, etc. We are asked to consider the transfer of St. John harbor to the Crown—or to the Federal Government—under a plan of harbor commission, but no value whatever is placed on that twelve hundred foot strip which the Canadian Pacific Railway valued at half a million dollars and which is in reality the property of St. John in view of the fact that the government has failed to carry out its undertaking to construct new wharves as specified.

These are a few of the things to which our commissioners are expected to give attention. Has anyone heard of action being taken in regard to them?

## PICTURES IN SCHOOLS.

In the city of New York prominent educators and film producers are giving thought to a proposal to use movie pictures in public schools as a means of education. Thomas A. Edison expresses the opinion that the organizations now engaged in business are devoted to the production of films suited to amusement and entertainment only and that unfortunately these companies are not sufficiently interested in the educational phase of the industry to take it up of their own accord. And he is inclined to the opinion that the manufacture of films of this nature must be carried on by an organized government department. The United States commissioner of education, the president of the national congress of teachers, and others equally prominent, agree that no premature action should be taken, but rather the whole outlook first carefully studied, for although they believe that certain subjects now generally taught in public schools can be more intelligently presented by means of pictures than through the use of text books alone, they also realize that the great value of school work is after all founded on the capability of the teacher. Text books and pictures can be of no account unless the information they are intended to convey is intelligently presented, and whatever may be the outcome of the film proposal, it is realized that the responsibility of making satisfactory use of it will rest with those in charge of the classes. History, which is looked upon by most boys and girls as dry and tiresome, difficult to remember and at the best uninteresting, is the subject which, above all others, it is felt, can be most readily presented by means of the film, and as an experiment certain chapters of American history will be prepared in picture form for the purpose of visualizing to the scholars the dusty facts which they have been accustomed to read from text books. The portrayal of characters, the more important incidents under various administrations, can be accomplished just as popular novels are filmed at the present time. We all recognize the deep interest displayed in educational films touching on nature subjects which are occasionally included in the programmes of leading theatres. The development of plant life, of animal life, the action of winds and tides may without difficulty be shown on the screen in such a manner as to fix themselves in the minds of the pupils in a way never to be forgotten. If the preliminary experiments work out as some of those interested now hope the time may not be far distant when the moving picture will be an adjunct to every classroom, when knowledge of a routine nature may be imparted in a more instructive and even more impressive manner than at present and when branches of study now prohibited because of the difficulties involved in instruction may be included in the ordinary school courses.

## WHAT THEY SAY

## Worse and Worse.

Cleveland Plain Dealer: The new dinner gowns, says an alarming Paris fashion note, will be mostly below the table. It seems a shame to waste so much lovely material.

## Playing The Farmers.

Toronto Mail: Farmers have as much right to organize as any other class of producers, and the more efficient their organization is for promoting the welfare of their industry, which is truly the backbone of our economic system, the better it will be for the country. But a farmers' organization will not be made more efficient

for promoting the welfare of farmers if it gets into the hands of self-seeking politicians and is turned into a political machine. The farmers of Ontario must beware of that misuse of their Union.

## Satisfied.

London Free Press: Hon. F. B. Carroll, former Minister of Public Works, says he likes the work of chairman of the Dominion Railway Board "very well." A princely salary, a railway dictatorship and a job good for at least 10 years would satisfy most men.

## No Alarm.

Buffalo Courier: The big navy men of England are trying to alarm the country by saying that the United States navy is now more formidable than that of Great Britain. The big navy men of the United States are saying that nearly all the American naval vessels should be in drydock; that the vessels are all undermanned, and that half of the officers are trying to resign because the pay is too small. There is no noticeable alarm among the taxpayers of either country.

Handsome Is As Handsome Does. Christian Science Monitor: There is nothing beautiful about coal. In England, the land of the open grate, where everybody sees it and most people handle it every day of the week for seven or eight months of the year, coal even when it stands in its box of shining copper or brass makes no attempt to compete, in the matter of looks, with the birch log or the pine log or what not. But coal comes into its own when a fire has been made of it.

## A BIT OF VERSE

THE TEST.  
The testing time is here! The time  
When souls of men are heated in  
the fire.

Whereby Truth separates what is  
sublime  
And steals the temper of her fine  
desire.

It is the time that dross is sifted out  
From human masses—time when  
what is pure  
Is set aside, full soon to bring about  
A peace on earth, good-will that  
shall endure.

The proving day has come! The day  
When man shall testify to his  
integrity.  
His love of Honor, Right's eternal  
way—

The end of conflict and war's misery  
None can evade and none can  
compromise  
This solemn duty. Suffering lands  
rejoice.

The great decision. Now man must  
arise  
Least justice die and love deprecate.  
The turning hour is here. The hour  
Wherein lies hope for future  
energies.

They who uphold the hands of right  
Linking their aims, attainments,  
destinies,  
Shall find in union mankind's true  
relief.

From brutal wrongs, heart-sorrows,  
deadly fear,  
A League of Souls and Nations bodes  
us peace.  
He stands the test whose name is  
written here!  
—Laurance Sheldon, in N. Y. Times

## A BIT OF FUN

Did It Happen.  
Physician—You had a pretty close  
call. It's only your strong constitution  
that pulled you through.  
Patient—I hope you will remember  
that when you make out the bill—  
Judge.

The Busy Regulators.  
Having abolished corn in the cup,  
perhaps the regulators of other  
people's lives will now abolish corn  
on the cob, the eating of which is  
unmanly.—Cincinnati Times-Star.

Hard Enough Now.  
"Why don't you discipline your son  
by making him live without his allowance  
for a while?"  
"Goodness! I can't even make him  
live within it."—Life.

Easily Explained.  
Despatches say Britons are eager  
to learn how people in the United  
States get along without beer. That's  
easy. We don't.—Buffalo Courier.

Slip of Tongue.  
In writing a letter to his wife, who  
was on a visit, the husband opened  
with: "I now take my typewriter in



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## Little Benny's Note Book

BY LEE PAPE.

Me and Sam Cross and Leroy Shooster and Puds Simkins and Pudes' elassy cousin Persey was wawking along yesterday, and Sam Cross picked up a piece of paper all covered with Chinese writing, and Sam saying, I bet nobody here can read this.

I bet I can, go him few das bong wayo, sed Puds Simkins. Jest making it up to sound like Chinese, and Leroy Shooster sed, For all we know maybe it says a big reward will be paid to anybody that finds it.

Well we was with you, wasent we? I sed, and Persey sed, I know were there a Chinese laundry, lets go and ask that Chinese to read it for us. It lasent very far from heer.

Everybody thinking it was a grate idee, and we started to follow Persey, Sam Cross saying, I bet the Chinese langwidge is the hardest to read of any, its a wonder the Chinese can read it theifselfs.

I jess maybe they start to legh wen theyre so young they aint got sents enuf to know how hard it is, sed Puds Simkins.

And Persey kepp on wawking and wawking, and I sed, Hay, Persey, if you dont call this far you dont know wat far is. Good nite, Im getting tired, sed Leroy Shooster, and Persey sed, Its ony a little ways now. And he kepp on wawking and wawking as if he wasent never going to stop, and Puds sed, Aw, Im going back, this is a hecks of a long wawk, Im tired.

So I sed Leroy Shooster, and him and Puds started to go back, and Sam Cross sed, All rite, anybod? that stops dont get any of the reward. And Puds and Leroy ternaed around agen and kepp on following Persey, an he wawked about 5 more blocks and we came to the Chinese laundry, and the Chinese was ironing a collar in there, being a narro Chinese with a wide nose, and Sam handeg him the paper, saying, Would you please mind reading this out loud. Wich the Chinese jest red it to himself, saying, It say all good Chinese must go Sunday skool every Sunday.

Wats it say about a reward, sed Sam Cross, and the Chinese sed, Thats all say, no more. And us fellows was so mad we chased Persey all the way back, not catching him put getting there much quicker than wat we would of if we hadent of chased him.

hand," but his wife believes it was in his arms he took her.

## ABE MARTIN



## It's The Cheque.

Fred—"So you are going to marry Miss Millyruss, eh? I don't see what you can find to admire in a girl of her stamp."

Joe—"My dear boy, it isn't her stamp which attracts me; it's her cheque. See?"

## All The Same.

Customer (not in joyful mood)—  
"What are eggs today?"

Shopkeeper (triumphantly)—"Eggs are eggs today."  
Customer—"Well, I am glad to hear that—those I got here yesterday were chickens."

## Shinbone's Version.

"De pashon tol' us has' Sunday," remarked Shinbone, "dat it was de apple tree dat caused all de trouble in de worl', but Ah' aspects it was a banana tree, kase troubles an like bananas, dace come in bunches."

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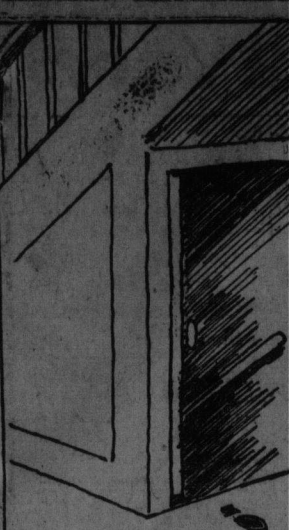
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