

THE EVENING TIMES-STAR, ST. JOHN, N. B., FRIDAY, MARCH 7, 1924

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MEN OF VISION

Has our educational system kept pace with the progress in other departments of life? Does it maintain as close a relation as it should with the social, industrial, civic and political life of the community?

In measured words, Chief Justice McKeown, chairman of the St. John Board of School Trustees, who presided last evening at the banquet to Dr. Trueman, President of Mount Allison, raised this question and expressed the conviction that there is great room for improvement in the interests of the vast majority of those young people who are not headed for the professions, but leave school at an early age. His Honor's brief review of the situation was most impressive.

The views of the Chief Justice were shared by Dr. Trueman, who, however, made his remarks applicable rather to the university than the public school. He declared the University is not doing what it should, either for those who have gone out from its walls or for those who for sufficient reason are not able to enter within its walls. He would have extension classes and make the university a source of knowledge, of inspiration and training among the people who cannot afford the expense of a resident course at the institution. He announced that Mount Allison has decided to establish a course in education and he is most anxious to have extension work undertaken, as it is in Queens and Alberta Universities.

He was the message of a man of vision, who realized that when an educational institution ceases to go forward it begins to slip back, and that in a changing world there is always the forward look, the new opportunity and the new task.

Incidentally Dr. Trueman congratulated St. John upon the attitude of its School Board toward vocational education, so necessary in the interests of the great mass of pupils in the public schools.

Dr. Trueman made one observation which provokes thought, and it is that the Board of Education should be divorced from politics. He held that the Provincial Board should not be political, as it is in New Brunswick and Nova Scotia, but composed of educationists, who would have a far greater knowledge of needs and requirements than a body some of whose members were immersed in politics and gave only casual attention to educational matters. This is a question regarding which we shall doubtless hear more from leaders in the field of education.

It was clear to last night's listeners that Mount Allison and the provinces are alike to be congratulated on the acquisition of St. John may congratulate themselves that a man of the vision and earnestness of Chief Justice McKeown is willing to devote his energy to the task of improving the public school service of the city. The remarks of these two speakers last evening are provocative of very serious thought, for they dealt with issues of primary importance to community welfare and progress.

THE HUDSON BAY RAILWAY

The Prairie Provinces, and especially Manitoba, are determined to have the Hudson Bay Railway completed. The Times-Star has received a copy of The Pas Herald, published at The Pas, Manitoba, to which the line has been constructed from Winnipeg. This issue is filled with reports of meetings and quotations from leading men advocating the completion of the railway.

Ex-Mayor Gray of Winnipeg is quoted as saying that in the next federal elections not a man would be elected who did not support the railway. Senator Watson said the work would be justified by the development that would follow, even if not a dollar was spent on the harbor in the Bay. Some United Farmer locals are said to have gone so far as to suggest secession if the railway is not built. A publicity campaign is being carried on to arouse public sentiment in the three provinces and in the east. It is noted that Parliament granted \$350,000 last year to put in repairs the 322 miles already laid down, but that the work began late and the fifty or sixty men employed only laid down about 60,000 ties. There is a distance of 92 miles to be covered to Hudson Bay.

The Pas Herald devotes a page to the history of the project and presents a map showing distances, with a review of the evidence as to the feasibility of the route. It says the question became a live one in 1870 when Manitoba entered the Confederation, and was an issue in elections in the early eighties, having from that time on the avowed support of all parties until the work was undertaken in 1911. There was a cessation for further investigation, then a renewal of work, then another stoppage, and finally a resumption last year with the support of the leaders of the three parties. The Herald complains, however, that nothing material is yet being done, and that Parliament should act at the present session. As our reason for such action it says:—

"In order to put the completion of the road beyond peradventure, there was provided the means from which a special fund could be obtained to pay for the cost of construction of the railway. This was done in 1908 by setting aside a vast area of unsettled lands in Saskatchewan and Alberta, to be disposed of as pre-emptions and purchased homesteads, proceeds realized therefrom to be the fund mentioned. Over \$18,000,000 has already been obtained in this way, while there is yet a considerable amount outstanding in deferred payments and much of the land has not yet been disposed of. A distinct breach of trust would result should this fund be diverted to any other purpose, and the intention of the government which introduced the bill in question and of the opposition which strongly supported not be carried out."

Taking up the feasibility of the route, The Pas Herald says there are no mountains, but an air line with minimum grades, and there are prospects of much local traffic. It claims that Hudson Bay is deep and free from rocks and shoals, and the Straits, 40 to 100 miles wide, are less affected by fog and ice in the open season than are the Straits of Belleisle. This aspect of the case is discussed at length.

As to the period of navigation, many authorities are quoted, with the result that three and a half to four and a half months is accepted. A Senate committee fixed it at four months, and said this might be lengthened by improvements and aids to navigation. An earlier committee, of the Manitoba Legislature, as far back as 1884 put it at four and a half to five months.

The Herald contends that cattle as well as grain could be shipped by this route and arrive in Great Britain in much better condition. As to the local development that would follow the operation of the railway we are told:—

"Construction of the road and investigations in connection therewith have supplied a fund of information regarding the territory through which it passes, which has completely changed the popular idea in respect thereto. It is now known that this area contains natural resources, and is susceptible of production in many respects not hitherto even dreamed of. Instead of a vast expanse of lakes, rock and muskeg of no conceivable economic value, the country is now known to contain extensive tracts of good clay land. That, notwithstanding devastating fires, there are still vast stretches of pulpwood available. That the rocks in many places are mineral bearing. Gold, copper and other minerals have been found. Three million dollars have been taken out of one property, and another is known as one of the large copper-sulphide deposits of America. That the cataraacts and falls on the numerous rivers, some of them of first rank, furnish almost unlimited power possibilities, it being estimated that on the Nelson alone 3,000,000 horse-power is available, and the H. B. Ry. parallels and is in close proximity to that river for two-thirds of its length. The possibilities of this combination can readily be imagined. That the cold waters of the numerous lakes furnish the finest fish, of which there is an abundant supply, and the last important sturgeon fisheries on the continent are to be found in the enlargements of the Saskatchewan, Nelson and Churchill Rivers, and that the Bay itself, with its fisheries and other animal life, its mineralised islands and the fur production of its adjacent territory, must be reckoned with as an exceedingly important source of trade and traffic."

In view of the certainty that the Hudson Bay Railway will be made the subject of keen debate in Parliament at this session, the foregoing statement of the case from the western standpoint will be of interest to all readers of this paper.

Referring to the change in public sentiment in England in recent years the Ottawa Citizen says:—"It is not Premier MacDonald who has changed. It is his present supporters and the public generally who have abandoned the position they held so violently a few years ago. It is a moral revolution without equal in any other country. And it is perhaps a tribute to British commonsense, which seems to have been the first in any land to regain its equisense. There are still lurking clouds of war opinion in this country and in the United States. Their complete dissipation will be a first step towards a more enlightened and humane international relationship."

The Toronto Globe gives the following quotation from a reference by Premier Ferguson to the vote to be taken on the Ontario Temperance Act:—"The Government believes in responsibility. We will submit the plebiscite and take full responsibility for changing the act in accordance with the result of the vote. Ordinarily I do not believe in either referendums or plebiscites. But in this case there are special circumstances."

Press Comment

PUBLICITY BUREAU

(Victoria Colonist)

The election of J. C. Pendray as president of the Victoria and Island Publicity Bureau for the present year is a tribute to his past services in that office. His heart has been bound up for a number of years in tourist publicity work. Mr. Pendray is of opinion that there should be industrial development to supplement tourist propaganda. We have always maintained that the Bureau should work towards both ends; namely, the building up of a permanent pay roll and the attraction here of a growing number of tourists. The harmonizing of these objects in the efforts of the Bureau will satisfy two schools of thought in the community, and lead to permanent and constructive development.

THE MARITIME PORTS.

(Moncton Transcript.)

It has been shown clearly that freight can be transported over the Canadian National System from Port Arthur to St. John as cheaply as it can be carried from Port Arthur to Portland. No railway executive has denied this statement. Therefore the Maritime Provinces must continue to protest against the enormous shipments of Canadian grain to Portland while our own ports are idle. If that is good business for the Canadian National Railway—and no amount of mere talk will convince us that it is—certainly it is to be doubted that it is good business for the country.

Sir Henry Thornton is placing the Canadian National System on its feet financially, and for that the taxpayers are quick to praise him, but would it not be even more profitable for the railway in the long run if full use were made of the Maritime ports? This is a question which can never be settled until it is settled right.

WINTER SUNSHINE.

(Lindsay Watchman-Warrior.)

Even the keenest breezes from out of the north cannot now prevent the sun from disintegrating the winter's snow on the southern roof slope and the lawn that faces the sunbaths at mid-day. The battle of winter and spring has begun, and while, at intervals, the sun seems still to hold his ground, the ground he has won, the result is never in doubt. The sun climbs higher each day, radiates his warmth with increasing strength, and men and women pause to tell their neighbors that the evenings are "getting lighter." The winter sun has its peculiar beauties. The shadows he makes are longer and sharper and form more fantastic designs than ever summer shadows do. There is a grace and beauty about the three shadows on the snow-covered field and roof that is never present when the fiercer rays of summer beat down from above. The lace-like traceries of winter shadows are themselves one of the charms of winter suns, and their delicacy of design is never recaptured later in the year.

ENFORCEMENT A STATE DUTY

(New York Herald.)

Every argument which Governor Miller adduced in 1922 for a State prohibition enforcement law is still pertinent and may be used by Speaker Macphail for his proposed measure. While existing conditions were intolerable because the Volstead act was not only flagrantly violated but was the cause of scandalous corruption in conditions today are perhaps worse. Last Sunday The New York Herald published a prohibition map of the United States, which showed that New York is by far the wettest commonwealth, the law being only 5 per cent. effective. The data for this map were furnished by the United States Department of Justice. If New York is to have any observance of the prohibition amendment worthy the name it will be only through the heartiest co-operation of the State, county and city authorities. The Federal Government hasn't the needed mechanism of law enforcement. It cannot afford to create a huge corps of officers in all parts of the Union, and such a corps would be a needless duplication of our city police, county constables and State mounted police. The Federal Government also lacks the intimate contact with local senti-

TICKLING THROAT

Always an annoyance, worse when it afflicts you at night. You can stop it quickly with **CHAMBERLAIN'S COUGH REMEDY**. Every user is a friend.

ment needed. The Mullan-Gage law of 1921 made this co-operation mandatory for local authorities to follow. Governor Smith declared in signing its repeal that he would still hold all peace officers to a strict enforcement of the Volstead act. This was the proper attitude, but the repeal inevitably weakened the work of enforcement.

EVERYBODY CHEWING.

(Wall Street Journal.)

Chewing gum to England and France by the A. E. F. has taken such firm hold that this peculiarly American habit is now spread all over the world. While the American consumption of gum is approximately a million dollars' worth a week, England whose imports before the war was almost negligible, now receives the largest exports from this country of that product. Philippine Island is our principal market in the Orient with Japan a close second. The habit has also become a very widespread malady, and countries as well as in South America. The chewing gum business was started in 1860 by an American inventor on an outlay of \$55. The invention was made by him when attempting to vulcanize the sap of the sapota tree for use as a rubber substitute. While the attempt was unsuccessful he discovered the base for a chewing gum.

DR. BOX'S DISCOVERY.

(Toronto Globe.)

The Ontario Minister of Health has put the stamp of official endow and endorsement on the discovery of a young Toronto dentist, Dr. Harold K. Box, who has made a special study of the disease known as pyorrhea. Pyorrhea is a very widespread malady, and the majority of those afflicted with it, unless they are regular visitants of good dentists, are unaware of its existence until the gums shrink and teeth begin to loosen. The principal exciting cause has been known to members of the dental profession who have been attacking the problem, but Dr. Box's great service is that he has found the nature of the disease and familiarized himself with its pathology, so that it can be recognized and diagnosed earlier and treated successfully in time. Teeth hitherto consigned to the forceps, will be saved.

It is in accordance with the highest traditions of the healing science that Dr. Box's discovery, which is a method of treatment, will be made known freely to the dental world. He might, if he chose, turn it exclusively to his own profit, but, like Dr. Banting, he takes the view that the result of his labors belongs to humanity. Following the gift of insulin to the victims of diabetes, the work of Dr. Box will add again to the reputation of the University of Toronto, whose research facilities were at his disposal.

THE DREAM OF YESTERDAY

(Elizabeth Soodland in New York Herald.)
Where has it gone, the dream of yesterday?
The hope, the aspiration and the prayer?
Where is the love that lit our eyes,
And where
The happiness that turned each month to May?
The dream, the hope—these were not things of clay.
I cannot think them dead, the very air still holds a hint of them, though pain and care cloud all our sky with clinging mists of gray.
That which has truly lived cannot be dust,
And since the dream is of a day gone by,
It also is a part of the To Be;
Though now we see it not, yet should we trust
That like a rainbow it still spans life's sky—
A promised joy, a radiant memory.

LIGHTER VEIN.

Full Stop

"Tom, what is period furniture?"

"Search me! The only thing I can think of in that line is the electric chair."

"Why do you call that period furniture?"

"Because it ends a sentence."

So, There

"If your father heard your stupid answers it would make him turn in his grave."

"It couldn't. He was cremated."

More Serious

The Man (gloomily)—"I was told to go ahead and do it."

The Girl—"Nonsense! These doctors mustn't frighten you out of your life like that."

"FEEL IT HEAL"
Mentholatum
COLDS - BURNS - BRUISES

The Man—"It wasn't a doctor. It was a lawyer."

An Answer story

It was at the dog show and a young lady was examining a dachshund, to which she had taken a fancy. She turned to the owner, who was trying to sell the dog, and said: "Cute little thing, isn't he? But before I buy him, tell me, is there anything the matter with him?"

For good rich BAKED BEANS use plenty of clear pork fat and ALWAYS BAKE in the OLD FASHIONED BEAN POT

Made by

The FOLEY POTTERY

LIMITED

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