

The Evening Times-Star

ST. JOHN, N. B., JANUARY 3, 1924

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HAMILTON AND ST. JOHN

There is a technical institute, or vocational school in Hamilton, Ontario. There were in attendance in November last 1,176 students. Of these, 740 were full time students. Why should St. John lag behind Hamilton, and even small towns in Ontario?
The latest departure in the Hamilton school is an agreement by which the Canadian Westinghouse Company will send its apprentices to classes. It is agreed that hereafter all apprentices taken on by the company must have an educational standard equivalent to a high school entrance, and all apprentices are to attend classes at the technical institute four hours per week during the day, forenoon or afternoon of one day a week, and evening classes two hours per week (one evening). The company will pay the apprentices for the time in attendance at school in the daytime, and will pay the registration fees for the evening classes. The schedule of work to be taken up will be prepared jointly between the principal of the institute and a representative of the company.
This arrangement will benefit both the students and the company. The latter will get better work. The Hamilton branch of the International Typographical Union has a similar arrangement for its apprentices, who receive instruction in the day-time and are paid by their employers. The time so engaged, just as if they were at work. The Spectator observes that the scheme is an excellent one, which "marks a step forward in the industrial life of the city."

HON. L. P. BRODEUR

Hon. L. P. Brodeur did not live long to enjoy the ease of Spencerwood, and the honor of being Lieutenant Governor of his native Province of Quebec. Lawyer, journalist, statesman, jurist and governor, he had lived a life of great activity, and had won an international reputation. He was a member of two Imperial Conferences, in 1907 and 1911, and was Canada's representative at the Washington Conference following the decision of the Hague Tribunal on the North Atlantic Fisheries. He was the author of the first Canadian Naval Bill, in 1910, and was later put in charge of the Department of Naval Service. He held the office of Deputy Speaker and then Speaker of the Commons, was Minister of Inland Revenue and later of Marine and Fisheries; and was one of the Ministers who negotiated the Franco-Canadian Treaty in 1907. He was at the Imperial Defence Conference in 1909. As Minister of Marine he established such aids to navigation along the St. Lawrence as to make it safely navigable day or night and in all weather. In his earlier life he was for a time the editor of Le Soir. Elected to Parliament in 1901 he sat continuously until 1911, and for twelve years he was a judge of the Supreme Court of Canada, going from the Bench a month ago to Spencerwood. Lieut. Gov. Brodeur was not an old man when the final summons came. He was born in 1852. Many older men are still active in public life. He had, however, lived a full life, crowned with honors, and leaves a record of distinguished service to his Province, the Dominion and the Empire.

The City of Winnipeg suffers every winter from an influx of people looking for work or trusting to their wits and the generosity of the citizens to put them through the winter. In order to check this invasion the City Council has decided to assist only those unemployed persons who have lived and worked in the city for six months. The Provincial Government contributes one third of the emergency relief fund. The policy adopted seems harsh, but the drain upon the fund has been so heavy that the City Council refuses to depart therefrom. Dealing with the transient dole-seekers would moreover seem to be more a matter for the whole province than for the city.

Mr. Frank Kellogg, the new American Ambassador in London, said on his arrival—"I believe British and American relations will grow more and more friendly as time goes on and I shall do my best toward this end." Mr. Kellogg undoubtedly expresses the sentiments of the United States Government. The hope of the world lies in Anglo-American friendship and cooperation.

IMMIGRATION

A recent Toronto despatch said that the largest movement of immigrants into Canada for some years would take place in the next three months. These people will of course come through St. John and Halifax, and chiefly through St. John. Hon. J. H. King told the people of Vancouver recently that, in his opinion, "Canada's problems of finance and railways will be solved through immigration, and I think will be solved very shortly." He said further—
"Some say that on account of the fact that certain people are out of work we should not have more people come. If that policy is right then we should not have more than two or three millions of people in Canada today. We would have closed the door right after confederation. It is my opinion that with the new immigration policy Canada will receive large increase in population but has no fear of migrations to New England as well as the Western Provinces. The latter are not so attractive now, but the movement to New England increased in the last year. We cannot check this by bringing in immigrants, for unless conditions are changed they would later join in the migration. To change the conditions is the real problem hereabouts."

From the standpoint of Western Canada this reads well, but so far as the Maritime Provinces are concerned the need is for settlers who can establish themselves on the land, and for capital with which to develop resources. For many years, as Dr. W. C. Kelstead recently pointed out, New Brunswick has not held its native increase in population but has no fear of migrations to New England as well as the Western Provinces. The latter are not so attractive now, but the movement to New England increased in the last year. We cannot check this by bringing in immigrants, for unless conditions are changed they would later join in the migration. To change the conditions is the real problem hereabouts."

Bystander, in the Toronto Globe, writes—"A Canadian Connection with an important phase of New York Journalism is noted by Timothy O'Brien of St. John, Librarian of the New Brunswick Historical Society. The two, I read with considerable interest your article in Wednesday's Globe regarding James Gordon Bennett and Horace Greeley. I hope that on the next occasion when you write about James Gordon Bennett or the New York Herald you will state that the two first one-cent papers in America, The Sun and The Transcript, were printed at the job office in New York of Anderson & Smith. Mr. Anderson was a native of St. John and learned the printing business in the office of The New Brunswick Courier, St. John, which was discontinued about 60 years ago. The third paper, The Herald, was issued from the same office May 6, 1835, with Bennett, Anderson & Smith proprietors. The Business Manager and Editor was James Gordon Bennett. Consequently upon the burning of the printing office, a few months later, the paper was continued by Mr. Bennett. Mr. Anderson died in his thirty-first year, on October 28, 1838, at New York."

The Western farmers are giving a good deal of attention to the question of further participation as a party in politics. The Saskatchewan Grain Growers' Association in 1922 adopted a resolution in favor of taking the necessary steps to provide for the organization of the supporters of its principles and objects for provincial election purposes, but a recent Regina despatch says—"A proposal to withdraw the Saskatchewan Grain Growers' Association from provincial politics is among the matters which will be brought before the annual meeting of that association when it assembles in St. Andrew's Presbyterian church, Moose Jaw, January 23, 24 and 25. A lead in this direction was taken at a joint meeting of the women's section and the main executive in a resolution that in the opinion of the joint board the resolutions regarding political action passed at the 1922 Grain Growers' convention should be rescinded."

A Winnipeg despatch says there will be such shipments from Vancouver for spring shipments from Vancouver as very good as both Japanese and Chinese dealers are heavily long on May wheat at Winnipeg and they are in the future market to take delivery."

Of the single tax in New Zealand, Premier Massey said recently in Toronto—"Single tax is not looked upon as being within the sphere of practical politics in New Zealand. It is not regarded with favor by urban or rural districts. There is no chance of single tax in the cities. A group of men tried

to introduce it about twelve years ago, but they were regarded as idealists."

Press Comment

SINGLE TAX BAD IN A SLUMP.

(Financial Post).
It is not necessary to go out of Canada to learn how single tax, such as is proposed for Toronto, works out. Medicine Hat, Alberta, a few years ago went into this innovation, farther perhaps, than any other Canadian city. It was not a success. It has been abandoned.
Medicine Hat discarded business and other taxes to raise revenue by a land tax. A depression came, tax payments fell off. Tax sales attracted no buyers; they proved a bill of expense. At one sale about 1915, 150 parcels of vacant land were offered. Less than one-third were sold. The rest reverted to the city.
Not only did the city not get the taxes, but it lost heavily in advertising, etc. Single tax failed to produce the necessary revenue. A business tax was the first step back to the old order. Tax sales were abandoned. The city feared that it would come into ownership of further vacant land. To clear up the heavy arrears it wisely got special legislation to collect through the courts. Only in this way was it able to clear up the arrears owed by residents of Alberta. Those who own the province are immune, and many of the latter owe more taxes than their land is worth today. A few Western centres also own considerable property as a result of single tax experiments. Now they are trading off inside lots for outside ones hoping to curb expenses by eliminating possible extensions of local improvement of which the city would have to pay a share. Single tax may work well in boom times but the deflation period in the west showed up its weaknesses.

SIR AUCKLAND GEDDES

(Montreal Star).
Although it has been indicated for some considerable time past, the actual fact of the resignation of Sir Auckland Geddes from the post of British Ambassador to the United States carries with it something in the nature of a shock, in part because it signifies a departure from the new diplomacy and in part because it comes at so critical a juncture of our political history. Sir Auckland Geddes took up the Embassy in succession to Lord Bryce, in the latter's stead. At a man who, without any diplomatic training, yet succeeded in bringing Britain and America closer together than they had been for many years, because he applied methods other than those of the old diplomacy. He was a man of problems arising for settlement between the two countries. Sir Auckland Geddes, from the outset showed himself both capable and resolute to pursue the same policy, and the result has been that in the few months since his arrival in office at Washington he has been marked by singularly smooth sailing.
His successor, Sir E. Howard, will fill his new appointment with dignity and ability. He will take up with the good wishes of the Empire, and for we still count on our diplomatic relations with America through His Majesty's representative.

"AND THE GREATEST OF THESE"

(Los Angeles Times).
Money itself, paid as one pays taxes, tends to stifle the impulse in which noble deeds of charity are born. It is not what one gives, but how one gives, that counts; and always keeping in mind the highest function of charity is to help the needy one to help himself. . . . It is not charity, it is taking the heart out of charity; for it is purely a financial operation. Such a scheme creates class distinctions, breeds class hatred and work an injury on the community. . . . Charity is not a cost that can be doled out one day in the year, like some solemn festive garment, and then packed away for the next twelve months in moth balls. "The poor ye have always with you," and charity to perform its highest function must remain a part of our daily life. For the so-called tired business man it may be more convenient to send a check once a year and wash his hands of further responsibility, but that is not charity. It is not "the gentle rain from heaven." It is a business transaction. Such methods tend to kill the charitable instinct in the heart of the community.

A SENSE OF VALUES.

(Vancouver Sun).
In a few days the archaeological party will work.
Tutankhamen's tomb will pry open the coffin of the dead pharaoh and take what is left of his body out into the laboratory to be photographed, X-rayed and chemically analyzed.
Among all the priceless pieces of art in that laboratory, the shrunken brown bag of bones that used to be Tutankhamen will be the last interesting and least significant object. It will have no more meaning than any other body that could be dug out of the ground in a thousand places.
What would those Egyptian soldiers, who used to guard Tutankhamen with their lives, say if they could look into that laboratory and discover that the brains, skill and artistry of old Egypt had survived, in importance, even the sacred person of the pharaoh?
It sometimes takes 3,000 years to give a generation a true sense of values.

THE FREEMASONRY OF THE POOR.

(New York Times).
It is a commonplace of sociology that by far the greatest amount of help comes to those who have fallen below the level of self-support comes from those who are themselves just above the level. The very poor help the destitute because they know from close observation, perhaps from past experience, what destitution means. Most of us do not; however we deplore our own hardships, we have no conception by experience, and rarely by direct observation, of just what destitution means.

DOWNLAND ROADS.

(Christian Science Monitor).
The Downland roads are dusty—they wind toward the skies
And lure you on with twist and turn
With dip and ditch and rise,
The Downland roads are dusty—but, oh, the air is sweet
With orchid, rose and campan and
thyme beneath your feet!
The Downland roads are dusty—they're cut from out the chalk
But, oh, on those dear dusty ways
how blithely I would walk!
Spurning the sheltered valleys—alone,
untrammeled, free—
I'd set my feet upon the chalk, my
face toward the sea.

LIGHTER VEIN.

Prepared for Worst.
The Convalescent—Did you have my brown suit cleaned and pressed while I fell off? Tax sales attracted no buyers; they proved a bill of expense. At one sale about 1915, 150 parcels of vacant land were offered. Less than one-third were sold. The rest reverted to the city.
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ALBERT MAN HOME FROM FAR SIBERIA

R. A. Fillmore, Employee of Soviet Govt., Says Conditions Satisfactory
Hopewell Hill, Jan. 2.—Roscoe A. Fillmore, who was manager of the St. John River Valley nurseries for several years, and who recently returned from Central Siberia, where he was conducting experimental agricultural work under the Soviet Government, is visiting his old home at Albert, the guest of his father, Deacon J. W. Fillmore. Mr. Fillmore, who is a young man of far above average intelligence and a bright writer and speaker, has been a deep student of Russian history and of the opportunity that came to him last spring to take up work in that far off land. He found conditions so satisfactory that he will return next spring and take his family. He was located last summer 150 miles from the city of Tomsk. The climate, he said, was somewhat similar to that of Winnipeg. Winters are severe and summers hot. With a gift of speech and his fund of information and experience, Mr. Fillmore can furnish an enjoyable hour to any who are interested in the conditions in the much talked of land from which he has just come.

VALUE OF LEARNING IMPRESSED ON BOYS

Members of Various Professions Address Parents and Boys in Y. M. C. I.
The advantages of sound education from the spiritual, moral and material standpoints were expounded last evening in the addresses delivered by several speakers to an audience of 300 men of far above average intelligence and a bright writer and speaker, has been a deep student of Russian history and of the opportunity that came to him last spring to take up work in that far off land. He found conditions so satisfactory that he will return next spring and take his family. He was located last summer 150 miles from the city of Tomsk. The climate, he said, was somewhat similar to that of Winnipeg. Winters are severe and summers hot. With a gift of speech and his fund of information and experience, Mr. Fillmore can furnish an enjoyable hour to any who are interested in the conditions in the much talked of land from which he has just come.

FOLEY'S PREPARED FIRE CLAY

To be had of—W. H. Thorne & Co., Ltd.; J. McAvity & Sons, Ltd.; Kennedy & Fisher, Ltd.; D. J. Barrett, 155 Union Street; J. E. Wilson, Ltd., 17 Sydney St.; Durval's, 17 Waterloo St.; Market St.; East End Store, 253 Prince City Rd.; Valley Book Store, 5, Wall St.; Philip Grannan, 563 Main St.; Quinn & Co., 415 Main St.; C. E. Ritchie, 320 Main St.; Stanley A. Morrell, 633 Main St.; F. Nase & Sons, Ltd., Indian Town, St. John; Fairview W. E. Emerson & Sons, Ltd., 81 Union St.; West Side; C. F. Brown, Main St.; Robertson, Foster & Smith.

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TIME CHANGES ON C. N. R. LINES JANUARY 6TH.

Time changes on Canadian National Railways, January 6th, affect the time of several of the trains in and out of St. John, particularly those on the Valley Railway.
On the main line between here and Truro there is a change in the service of the morning local train. No. 44 will leave at 7:10 a.m. instead of No. 18 and will run to Sackville and Cape Tormentine, making the Prince Edward Island connections. At Moncton connection is made the same as at present, with the Maritime Express. Or, the passengers may connect at Sackville with local train No. 18 leaving at 2:00 p.m. for Truro.
No. 17 train leaving Truro at 8:15 a.m. connects at Sackville with No. 44 train from Tormentine to St. John, reaching here at 9:00 p.m.
There will be no service to Quebec via the Valley and Transcontinental after Jan. 6th. This service will be via Moncton train No. 31 leaving at 5:30 p.m. on Monday, Wednesday and Friday, carrying buffet sleepers as far as Edmundston. Connection for this train is by No. 14 leaving St. John at 1:40 p.m.
There will also be the regular daily (except Sunday) service to Quebec by Maritime Express No. 20, the connecting train leaving St. John at 1:15 p.m. No. 22 train will arrive at Moncton from Edmundston at 2:30 p.m. on Monday, Wednesday and Friday, and will be by No. 13 train, arriving here at 8:00 p.m.
On the Valley Railway No. 47 regular passenger train will leave St. John at 4:40 p.m. on Tuesday, Thursday and Saturday at 4:40 p.m. to Centreville. On other week days there will be a mixed train service. No. 241 leaving here at 4:50 a.m. (Atlantic Time).
No. 48 will leave Centreville Tuesday, Thursday and Saturday at 1:00 p.m., and arrive in St. John at 1:00 p.m. (Atlantic Time). There will be mixed train service on Monday, Wednesday and Friday. No. 342 leaving Centreville at 6:00 a.m. and arriving in St. John at 6:05 p.m.
Other trains are not affected by the change.

COUNTY ESTIMATES COME UP NEXT WEEK

The first meeting of the finance committee of the Municipal Council to deal with estimates for 1924 will be held on Monday afternoon, Jan. 7, at 2:30 in the office of J. King Kelley, K. C., the county secretary. The several institutions will present their claims and this year it is the intention to have one person act as spokesman for the various boards. In this way it is hoped to have the estimates all passed by the end of the week and the following week the members of the City Council will take up their own estimates for the coming year.
For more than 20 years the London temperance hospital has treated disease successfully without recourse to alcohol of any kind.

THEY GO LIKE LIGHTNING

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Toronto, January 2, 1924 C. S. MACDONALD, General Manager

GEO. W. PARKER, Provincial Manager, Union Bank Building, St. John.

RALPH M. PARKER, General Agent.

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