

The Daily Journal

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ST. JOHN, N.B., WEDNESDAY, DECEMBER 20, 1922.

THE RAILWAY PROBLEM.

The objection expressed by Sir Henry Thornton, president of the Canadian National Railway, to this country parting with the Grand Trunk lines in the United States is being widely discussed on both sides of the line and probably in Britain. The Boston Transcript's views were published in yesterday morning's Journal and the New York newspapers published reports of Sir Henry's remarks on the subject. Many Canadians do not realize the extent of the railways they own in the United States.

The old Grand Trunk controlled in the United States several thousand miles of railways, including lines to Chicago and St. Louis. In New England it operated a line from Montreal through Vermont, New Hampshire and Maine to Portland. It also controlled the Central Vermont system and the New London and Northern railroad, which lines gave it control, outside of the Rutland railroad, of the bulk of Vermont territory. The Grand Trunk interests maintained big shops in the city of St. Albans and in Island Pond, Vt., which centres are largely Canadian in their general industrial atmosphere. The city of Berlin, N. H., one of the largest paper, pulp and lumber towns in New England, depends on the Grand Trunk, as do many other industrial centres in the valley of the Androscoggin.

The ramifications of the Grand Trunk extend to five New England states—all except Rhode Island—where a big fight was once made to build a line in opposition to the New York, New Haven and Hartford railroad, but which was abandoned when President Hays of the G. T. P. lost his life on the Titanic. The system in Vermont extends southward, crossing the Boston & Albany division of the New York Central and Hudson River railroad at Palmer, Mass., to New London, Conn., on Long Island Sound, where there is a fair harbor. In other words the present Grand Trunk has two ports in New England.

Now this system in the United States is the property of the Canadian people, upon whom depends largely the progress of many industrial cities, towns and villages. It is this peculiar situation that has aroused considerable interest in the United States, and naturally there is much speculation as to what will become of the Grand Trunk lines in the Republic, although according to Sir Henry they will apparently continue to be operated by the great C. N. R., with its 22,000 miles of steel highways.

Sir Henry expressed the belief that the interests of the Maritime Provinces could be equally well served by holding on to this section of our National railways. There is only one way, as it appears to us, that this can be possible and that is by adopting the suggestion made to him by Hon. J. B. M. Baxter. Dr. Baxter suggested that the C. N. R. make a differential rate, as between the line to Portland and the lines to Maritime ports. In other words, in order to do justice to the Maritime ports and to give them the full volume of Canadian trade to which they are entitled, the rates over the Grand Trunk Railway to United States ports should be raised so that the more advantageous route for Canadian shippers would be over a Canadian railroad through Canada to a Canadian port.

Both Governor Pugsley and Dr. Baxter have given this subject study for years. When the former considers that the only way by which the people of the Maritime Provinces will obtain their fair share of traffic over the Government owned railway is to sell the 1,600 miles of railway in the United States, and the latter is firmly of the opinion that the management of the Canadian National must raise the rates on that section in the United States, so that the Maritimes can compete, then it is time for the rest of us in these provinces to realize that the sentiment, "Canada for Canadians" plays little part in a purely business proposition. Money talks. The shippers in the West will route their shipments to suit their pockets, not their patriotism, and until the rates to Maritime ports are as low, or lower than the rates to Portland, grain and general freight will continue to pour over the Grand Trunk to the detriment of our own Atlantic ports.

ROADS AND FEDERAL AID.

According to a bulletin issued by the Chief Commissioner of highways, under the Federal Aid scheme by which the Provinces have been able to improve their roads getting a 40 per cent. grant from the Dominion Government, 3,779 miles have been completed down to March 31st, 1922 at an estimated cost of \$14,313,457. The mileage and estimated cost for the various Provinces is given below:

	Miles	Est. Cost
Prince Edward Is.	118	\$211,495
Nova Scotia	162	715,300
New Brunswick	1,237	2,950,600
Quebec	83	859,368
Ontario	71	1,790,219
Manitoba	765	3,478,902
Saskatchewan	1,125	1,356,869

It will be noted that New Brunswick made more road improvements under this scheme than any other Province, so far as total mileage is concerned, although the total cost was less than that of Manitoba. In Manitoba the improved roads are exclusively of gravel while in New Brunswick there are 1,021 miles of gravel roads and 216 of bitumen, Macadam and gravel. The cost per mile in New Brunswick was \$2,385 per mile. In Nova Scotia the cost per mile was \$1,007 and there the type of construction was

133 miles of gravel and 29 miles of Macadam. In Prince Edward Island the cost per mile was \$1,781 but the roads there are of earth exclusively and very narrow.

Ontario and Quebec apparently have accepted Federal aid only for the most costly roads and only for short distances. Alberta refused Federal aid. New Brunswick, at least has improved her roads greatly during the last two years under Federal aid and at a comparatively moderate cost, according to the estimates.

TAX ON RECEIPTS.

From all parts of Canada and from people of many callings the request has gone to Ottawa for suspension of the stamp tax on receipts, which otherwise will come into effect at the beginning of next year. These appeals deserve serious consideration. The tax is one which causes more trouble and annoyance than many others which would produce more money. It will be evaded by many people who can adjust their affairs another way and will add to the complications of business.

The case is not urgent. In a few months Mr. Fielding will be preparing another budget, and in the meantime he has time to consider whether this exaction can not be abandoned.

Revenue returns show that the financial measures of last session have proved successful from a revenue standpoint. If there was any doubt on the question that the tariff changes amounted to a substantial increase of taxation that is now clear. With no increase in imports there is an increase of several millions in the customs revenue. Increase in sales taxes has also brought in many millions. Additions to the tax on cheques and other commercial paper have yielded revenue far beyond the government expectations. Taken altogether these taxes have been so productive and so exacting that the treasury can afford to give up this proposed source of revenue for a few months and then probably the minister will see his way clear to abandon it altogether.

A BETTER PLACE TO LIVE IN.

Now that St. John is assured of having a Carnival along with the International Skating Meet, it is not too early and neither is it too presumptuous of the success of this season's undertaking to advocate that this Winter Carnival be made an annual affair. Probably many will advise the course of watchful waiting to see how the idea works out. There should be no reason for its failure and if any citizen feels that it will not be a success the best way for him to make it a success is to get out and work for it rather than to knock it.

St. John cannot expect to have the International Skating Meet every year and neither can it expect to have the National Meet but it is possible to have a yearly Carnival Week, for which various outside attractions can be obtained besides the many which can be produced locally. It is just as feasible to have a Carnival in the winter as it is to have an Exhibition in the fall.

The Journal, on October 31, referring to the official opening of the Arena, advocated the holding here of four important events, each to correspond with the season. At that time we said:

St. John is largely a city of merchants and the staging here of athletic contests such as those to be held at the rink opening on November sixth, the holding here of an annual exhibition each fall, the establishing here of annual skating championship races in the winter are all things which vitally affect the city's business life. By bringing to the city at regular intervals large crowds from outside points the city is popularized and trade is stimulated. The active co-operation of the Retail Merchants' Association in matters of this kind, has always been offered and with the best of results. Let us enlarge on previous efforts and try and have here about four important events, each to correspond with the seasons, Summer, Fall, Winter and Spring. And let us all get behind the idea and help. We can make St. John a better place to live in if we pull together.

By making the Winter Carnival an annual affair we will have arranged the activities for two seasons, as we already have the Exhibition annually. There still remain Spring and Summer to be looked after. There is no reason why some form of Carnival cannot be staged in the Spring and in the Summer there could be a big regatta and several days of horse racing. In the smaller towns of the Province and in the State of Maine, immense crowds are attracted every year by the splendid horse races, which are put on. St. John, of late years has been out of it, largely because this form of sport along with others has been allowed to drag with the result that we have no real race-track. But, we can have a race-track if we cease being knockers and put into constructive effort the energy that has been expended in the past in destructive criticism. Let us pull together and extend this revival of sport to all branches. If we get behind these things we can "put them over" in a big way and they will tend greatly to improve our city and to foster here a truly co-operative community spirit.

Mayor Fisher wanted the Commissioners to pass on the offer proposed by Messrs. Sanford and Harrison on behalf of the preferred shareholders of the Power Company, yesterday, before copies of the offer had been submitted to the Commissioners for their study. He apparently wanted it thrown in the waste-paper basket. The Mayor tried these tactics once before when the Musquash contract was re-drafted. Many thought he was endeavoring to railroad the contract through the Council. Yesterday both Commissioners Wigmore and Bullock raised objections to his high-handed methods. Most citizens will agree that they were correct in their attitude, as the proposition deserves earnest consideration and should not be thrown aside just because it may not suit the purposes of those who dictate to Mayor Fisher.

Figures for Canadian trade for the first eight months of the fiscal year ending November 30, are very favorable. The increase over the corresponding period for last year being \$123,778,790. The increase in imports was only \$4,300,255, while the increase in exports of domestic goods was \$119,552,641. The volume of exports as compared with imports is a measure of prosperity and proves that the Fordney tariff has largely defeated the purpose for which it was intended.

THE EDITOR'S MAIL

The Journal invites Correspondence on any subject of public interest and will print the same in reason, without assuming any responsibility for the opinions expressed. Letters must be accompanied by the name and address of the writer and when explicit statements are made affecting individuals the writers to be published must be signed by the writer.—EDITOR JOURNAL.

THE ATTITUDE OF ACADIA

To the Editor,
Sir.—In The Daily Journal of St. John on the 13th inst., an article appeared from the pen of Dr. Clarence Webster, entitled "The Attitude of Acadia toward University Federation." It is quite significant that this article made its appearance in the same issue of The Daily Journal in which was an extended report of the meeting held in Halifax, on the preceding day, wherein representatives of the various institutions interested adopted a scheme to go before the various governing bodies interested in the project of University Federation. This article by Dr. Webster calls for some careful examination.

The first thing that impresses us in Dr. Webster's whole-hearted acceptance of the "Carnegie Report," so-called, as the very essence of wisdom concerning education in the Maritime Provinces. I have given to this report a good deal of careful study and in common with many others, have found that the more the report is examined, the more clearly does its superficiality appear. It is a report prepared with a ready-made theory in hand for the cure of evils existent or non-existent. While having its excellences, the report is hopelessly at fault in many respects. But this is not the point we started to speak of.

Dr. Webster takes for granted that the attitude of Acadia University is antagonistic to the proposed federation. It would be interesting to know, however, how Dr. Webster has reached this conclusion and in what way he has determined the attitude of Acadia. As I understand the matter, the attitude of Acadia at the present time is one of inquiry. The action of the recent Convention regarding this matter was that it instructed the Board of Governors to investigate the whole matter, to ascertain all possible facts and factors connected with the proposition, to amplify it on all sides, and to report their findings back to the Convention where final action will be taken. This, the Board of Governors have proceeded to do. They appointed a committee of five to meet with representatives of all other institutions interested to investigate the matter. These representatives have given careful attention to the matter intended to them. They will, in due course, report to the Board of Governors, who in turn will report their findings to the Convention. The Convention will then act in the light of the information laid before them.

The action thus far taken by the attitude of Acadia toward this proposed University Federation. Until such action has been taken, no person can speak with any semblance of authority, of the "Attitude of Acadia." Students of Baptist history know right well that it is very unsafe to predict just what may be the action of a body of Baptists upon vital issues. The Baptist group requires that all the factors of a problem be placed before them. The action then taken in view of the facts. A Baptist Convention is a very unsafe place into which to take a ready-made theory. Dr. Webster must be content to wait until after the Convention meets and considers the report of the Board of Governors regarding University Federation before he may safely bank on "Acadia's Attitude" toward University Federation.

Dr. Webster also falls into the common error of considering that it was Dalhousie's attitude toward Baptists in 1838, which was the cause of the establishment of Acadia College at Wolfville. In this, Dr. Webster mistakes accident for cause and reads the friends of Acadia a lesson in forgiveness. Acadia College was not founded because Dr. Crawley was denied the professorship in Dalhousie for which he was so admirably qualified. Baptist leaders of that day, men of consecration, ability and vision, recognized the need for an institution for higher education free from all religious tests. They, at first, thought the road to its establishment was by way of Dalhousie. They tried that way. The result showed them clearly that Providence was leading them in another direction. They chose to follow that leadership and there has never been a day since when there has been any reason to believe that they mistook the leadership. The attitude of Dalhousie in 1838 was a mere accident of the guidance. He is a poor student of history who recognizes in it the cause of the foundation of Acadia College. That the friends of Acadia in the purposes of the Almighty. There is too much of intense interest in the foundation and development of Acadia College for its significance to be dismissed with any dictum on a cursory survey of the matter.

In due time, the "Attitude of Acadia" toward University Federation will be known. That time will not be until all the facts and factors of the problem are laid before them with the announcement of that attitude lies. When the churches, as represented by their accredited delegates, assemble in the Convention and consider the report of the Board of Governors, and examine into the facts and factors laid before them, and pronounce thereupon, then, and not until then, will the "Attitude of Acadia" be known. Until that time comes and the action is taken, it is not the part of wisdom for anyone, no matter how wise he may be, to plan too much on what that attitude may be. Baptists have a way of doing things which frequently seems strange to others. They have always insisted on the application of the principle of Christian democracy to the matters with which they have to deal. They will be true to this principle in regard to University Federation.

R. OSGOOD MORE

A CONSTRUCTIVE SPIRIT
NEEDED
Editor Daily Journal,
Dear Sir.—The Carnival in connection with the International Skating Championships will, I feel sure, be a success. The Journal as one of the originators and the chief booster for it during the trying days of its birth it is to be congratulated.
We need in St. John more of this spirit of building up advocated by our newspapers instead of the spirit of capricious criticism, fault finding and desire to tear down and destroy, which seems to be the chief aim in life of the organs of the "hidden hand" on Canterbury street.
This city can never come into its own as long as these vehicles of public expression are used for the selfish ends

DOESN'T IT, THOUGHT?

(By Berton Bracey.)

We're born, and go on growing,
Through childhood's seasons glowing,
And the world rolls on.
We frisk, as lads and lasses,
Till adolescence passes,
And the world rolls on.

Oh, the world rolls on,
From dawn to dark and from dark to dawn,
We're dull, or sad, or merry,
We work—when necessary,
And the world rolls on.

We have our time of dreaming,
Of planning and of scheming,
And the world rolls on;
We grow a little older,
Our blood runs slower, colder,
And the world rolls on.

Yes, the world rolls on,
Night and day till the years are gone,
We boast of our successes
Or wall at our distresses,
And the world rolls on.

And yet there's fun in striving,
In toiling and striving,
While the world rolls on;
We have our little flurry,
Then laugh, "Well, we should worry,
Let the world roll on!"

Let the world roll on,
We can't argue either pro or con,
We'll live life till it's over,
And then, beneath the clover,
Let the world roll on!
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A THOUGHT

He that refuseth instruction despiseth his own soul; but he that heareth reproof getteth understanding.—Proverbs 15:32.

Five great intellectual professions have hitherto existed in every civilized nation; the soldier's, to defend it; the pastor's, to teach it; the physician's, to keep it in health; the lawyer's, to enforce justice; and the merchant's, to provide; and all these men, on due occasion, to die for it.—John Ruskin.

Lace and Fur.

Fur turbans are now being very smartly draped with lace veils that are apt to go to any length. Some are fastened on the side with a lace cascade and others hang loose and full, sometimes almost to the waist-line.

from their door to go and bring Newman's supper, he stepped through the partition door, which had been first open and not shut again, and followed the servant through the hall to the front door, and walked away undiscovered! When the servant returned with his supper to the wicket, she called him but receiving no answer, placed his supper inside the wicket, saying, "you may take it or leave it; I'm not going to wait here all night." She then secured the outer door, and so the matter rested till the morning.

The next morning, finding that the prisoner had not taken his supper, the servant observed to the keeper, that she feared Newman was dead, for he had not taken his supper; and she called him, but could not hear or see anything of him. Upon this, the keeper came with his keys to unlock the door, and to his utter astonishment, found both locks broken and the prison empty. The keeper made known the matter to the Sheriff, and on the 18th, the day subsequent to his escape, the following Notice was inserted in the Connecticut Journal:

"BEWARE OF A VILLAIN!"

One of the most accomplished villains that disgraces our country, broke from the jail in this city on Friday evening last between the hours of five and six o'clock, and succeeded in making his escape. The fellow calls himself Newman, and was bound over for trial at the sitting of the next Supreme Court, on the charge of burglary, having robbed the house of Mr. Butler, of plate, money, etc. He is supposed to be an Englishman and is undoubtedly a most profound adept in the arts of knavery and deception. He speaks the English and French languages fluently and can play off the part of a general Frenchman with the most imposing gravity. He is of middling stature, slender and active, and appears to possess an astonishing variety of genius. He is sick or well, grave or gay, silent or loquacious; and can fence, fight, run, sing, dance, play, whistle or talk as occasion suits. He amused himself while in prison by making and managing a Puppet Show, which he performed apparently with such means as to excite the wonder of the credulous, having a piece of old horse-shoe wetted on the wall of his dungeon, as the only instrument of his manipulation, and compelling only of the scarcity of timber to complete his groups. He had the address, by an irresistible flow of good humor and cheerfulness, to make some believe that he was quite innocent and harmless man; and excited sympathy enough in those who had the curiosity to see him, to obtain several gratifications which prisoners do not usually enjoy; yet the depth of his cunning was evinced in accomplishing his means of escape, which he effected by sawing a hole in the prison door, which is several inches thick so neatly, that the block could be taken out and replaced without any marks of violence. Through this hole he could thrust his arm, and wrenching off the padlocks; and shoving back the bolts, at the hour of supper, when the persons who waited on the prisoners was giving them their food, found a free passage to the hall of the Counting House, and thence to the street.

(To be continued.)

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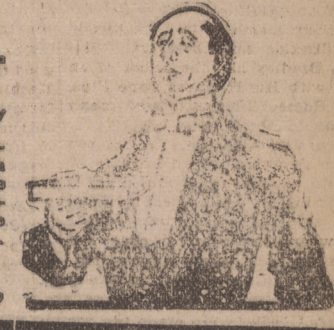
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