

The Standard

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ST. JOHN, N. B., FRIDAY, JANUARY 17, 1913.

THE PARCELS POST.

The announcement is made that Canada will inaugurate a parcels post system immediately, although the details of how the service is to be conducted are not made public. On January 1st of the present year the United States parcel post system went into operation. When the agitation in the United States to have the Government assume the responsibility of carrying parcels as well as letters was commenced the promoters sought to have a flat rate established for the whole country. Because the Government declined to do this and adopted the zone system the men who have been denouncing the Government for curtailing the ability of the express companies to make excessive charges are now attacking them for not establishing a flat rate for the whole country. It is one thing to carry a letter from the Atlantic to the Pacific or have it delivered to neighbors in a town 10 or 20 miles away at the same charge, but quite another to handle parcels in the way suggested. The actual expense of the long distance letter is not so very much greater than that of a parcel, but the difference being really the actual cost of transportation. With a five or ten pound parcel the case is altogether different, and if the Government charged a minimum rate all over the country it would handle parcels at a tremendous loss. Therefore the zone system was adopted in the United States and a similar system would have to be adopted in Canada.

While the parcels post adopted by the United States is on the whole satisfactory to the people who use it, the experience of the first few days operation has shown that many amendments to the law and regulations to cover unforeseen difficulties will be necessary. It would, indeed, be surprising if no defects in the service had not been discovered. Before the Canadian service can be put in operation the authorities will have had the experience of the United States to guide them and will have eradicated many of the difficulties which in the beginning troubled the United States officials. They will also be able to glean information as to the workings of the British and German parcels post systems and apply any ideas from the experience of those countries likely to be adaptable to Canada.

The extraordinary charges of the express companies for small parcels has not prevented an enormous development of the express business, the profits of which, compared to the capital invested, are abnormal. If a title of the success which has attended the express business follows the inauguration of a parcel post the Post Office Department will soon be the best money maker the Government owns. Success has made the express companies a trifle arrogant and their treatment of the public has not been such as would entitle them to either consideration or sympathy. They have so regulated their business as to make the public pay as much as possible for all services rendered utterly regardless of the cost of that service to themselves or its value to the public unit receiving it. A parcels post will be generally welcomed by both the producing and consuming classes in Canada. It will have a tendency to bring them closer together and gradually reduce the cost of staple articles upon which the producer claims the middleman makes a greater profit than legitimate traders should have, a condition rendered possible, they claim, by the high transportation charges on small parcels.

A GREAT PROJECT.

While Eastern people have been talking about electrifying their railroads and have dropped steam power in favor of electricity at some of the great terminals, there is as yet no considerable distance of trunk line operated by electricity. Now out of the Middle West of the United States comes the somewhat startling information that 450 miles of the Chicago, Milwaukee and St. Paul Railway is to be operated exclusively by electricity and that within a comparatively short time.

For some time past negotiations have been going on between the Government of the United States and the Great Falls Power Company of Montana, whereby the latter is granted permission to transmit power over the public domain for the electrification of 450 miles of the Chicago, Milwaukee and St. Paul Railroad between points in Montana and Idaho. Even railroad men in the West, says the Boston Transcript, have been somewhat surprised that such an extended section of road should be selected for the immediate application of electric power. They have been regarding electrification as inevitable in the somewhat indefinite future, but to have an enterprise of this kind launched with no preliminary flourish of trumpets, with only three years set as the limit of completion, is an awaker.

"Of course the president of the power company may be over-enthusiastic, yet it is not impossible that his vision is not misleading when he says that this large contribution to the use of the new force marks the most important step ever taken in the development of Northwestern railroads. He is able to give plausible reasons for his faith, which rests largely on the water power that is now running to waste. The water powers in the Rocky Mountains and the cascades in the Northwestern States, according to his estimates, would be sufficient to operate every line of railway west of a line drawn north and south through the centre of the State of Montana and north of a line drawn from the southern boundary of Colorado to the Pacific coast.

"The expected cost of making the changes on these four hundred and fifty miles of road will be eight million dollars. That amount the Western road expects to make up in five years from increased economies. While there would be ultimate resultant economies from the employment of electric power in any section of the country, these are doubtless more marked in the mountainous regions where the water power is practically inexhaustible. Thus, the average cost from the use of steam in the West is \$160 per horsepower, while electric power can be generated and sent to the railroads by simply turning a switch, for \$40 the horsepower.

"But that is not all. Last year the Chicago, Milwaukee and St. Paul spent considerably over six million dollars for locomotive fuel. That was the bare cost of the coal, but on a mountain line, it is claimed, a railroad uses one-third of its entire equipment for hauling fuel, while with electricity that equipment could be earning money. Also in many places in the Northwest it is impossible, owing to the limitations of the mountain passes, to lay down double tracks, but with electricity the capacity of the single track may be doubled, because the trains move more quickly and the equipment and labor now employed in fuel hauls can be utilized in the handling and transport-

tion of revenue-producing freight. After a run of a hundred and fifty miles a steam locomotive goes, or should go, to the roundhouse for inspection, but the New York Central runs its electric locomotives twelve hundred miles between inspections. Evidently the impulse that will hasten the transformation of all the roads of the country from steam to electric power is to come from the West. There are the greatest need and the greatest opportunity, but no section can long afford to lag far behind the procession."

MR. ROCKEFELLER'S HEALTH.

Dr. Richardson has made a physical examination of William Rockefeller, the "oil magnate," who is wanted as a witness at the enquiry now being held at Washington into the doings of the "Money Trust." The United States Government has been after Mr. Rockefeller for some time past. The methods which brought to the scratch other "malefactors of great wealth," and secured their evidence before the committee of Congress had no effect on Mr. Rockefeller. While officers were surrounding his New York residence and the Government were calling upon him to come to Washington, the elusive financier turned up at Nassau in the Bahama Islands, and after thinking the situation over crossed to Miami, Florida, and came within the jurisdiction of the United States.

It was then given out that Mr. Rockefeller was a very sick man and unable to give testimony. The Government sent Dr. Richardson to examine him. The report of the examining physician is to the effect that Mr. Rockefeller is suffering from a severe attack of shaking palsy and a sufficient variety of other ailments to stop a hospital.

In his oral testimony Dr. Richardson said that he found that the right vocal chord of the oil magnate was practically gone and that the left was badly affected. He said he found Mr. Rockefeller's pulse 100 and his blood pressure 162. A writing test, he said, showed that Mr. Rockefeller by continued effort could write only eleven words in two and one-half minutes. He said he found a condition of what is mostly called "shaking palsy," which made an examination by writing a practical impossibility. "I believe he could be subjected to a short examination orally, without immediate danger to his life," said Dr. Richardson. "But a lengthy examination would probably weaken his vocal chords to a point where a serious swelling of the larynx might be caused or a hemorrhage might result that would end in serious consequences."

The enquiry now being conducted at Washington is more searching than such hearings generally are and much information has been gleaned regarding the concentration of wealth and the formation of trusts and the profits made by the promoters. Nearly all of the important financiers of the United States have either been before the committee or are on the waiting list. Mr. Rockefeller, whose interests are widespread, and whose knowledge regarding the formation of trusts and the spectacular movements of the stock of the aforesaid trusts after their formation is supposed to be more accurate than could be obtained elsewhere, was particularly sought as a witness. Whether Mr. Rockefeller feared that his memory might prove false, like that of other notable witnesses who have already been heard, and who seem to be forgetful of transactions upon which they admitted making huge profits, or whether it was his modesty, he has shown no desire to get into the limelight.

Financiers, like other people, seem to have human instincts. One was so much worried regarding the row between the late Henry H. Rogers and Thomas W. Lawson that he burned all the papers in his possession regarding the formation of the Amalgamated Copper Company, because both men were very good friends of his and he did not wish to get mixed in the quarrel between them. Just now the hearing is attracting unusual attention all over the United States. Two months hence it will have ceased to be a sensation and public attention will have passed on to something else. Until the people themselves fully realize that these heavily watered stock issues with which they have been gold-bricked with Congressional hearings and Parliamentary enquiries will accomplish but little. Once the people realize what has been happening about them financiers of the Rockefeller stripe will no longer bid defiance even to a sympathetic Government.

"Big Tim" Sullivan, at once the pride and terror of New York, the difference being the point of view, has become hopelessly insane and has been committed to a sanitarium by a New York Judge. Time was, and not many years back, when Cian Sullivan was a name to conjure with, when the army of voters swung by "Big Tim" and his nephew "Little Tim," "Florie," "Larry" Mulligan, Christopher D., and the rest of them, could assure a city election. In those days there were two powers in Tammany Hall—the leader and the chief of the Sullivans. "Big Tim" was what might be called the principal feudatory of the Tammany leader, and he did not bow the knee when he came into the Presence, either. For purposes of organization and strategy, he accepted the leadership of the head of Tammany Hall, outwardly at least. But in private conference he was every bit as good a man and as pissant a chieftain. And the chieftain of Tammany Hall, from Croker to Murphy, recognized this fact and accepted it. The fire department was the private ground of "Big Tim" and he had a grip on the police department, but the dynasty of Sullivan has fallen.

Current Comment

Mr. Borden's Denial.
(Montreal Gazette.)

Mr. Borden has taken the trouble to deny the statement that when he was recently in England he made a compact with Mr. Bonar Law, leader of the Unionist party with respect to an arrangement for establishing preferential trade between Great Britain and Canada. It is necessary for men in a prominent public place, at times, to deny statements that should not need denial; and thus accounts for Mr. Borden's course. Canadian ministers in their intercourse with public men in Great Britain may hold conversations with those of every party. They only make agreements, however, with the ministers of the day, with whom alone they discuss actual business propositions. Most people who stop to think would understand the situation without Mr. Borden's explanation. The strong report gained credence because many people did not stop to think.

New Zealand's View.
(London Free Press.)

Living in the constant menace that is supposed to hang over the Pacific, Sir Joseph Ward, Premier of New Zealand, might be expected to favor the idea of separate navies for coast defence of the Dominion Overseas. His experience, however, leads him to declare publicly in London that the Borden plan is the right one and that is by insuring a strong navy for Britain that the security of the outlying parts of the Empire will be best cared for. The great source of danger today is not in any water but the North Sea, and it is there that assistance at the present time will serve the best purpose.

Good Reasoning.
(Springfield Republican.)

Language reformers are looking for the man who put the needless "s" into "parcels" post. One does not put letters into a "letters" box.

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DALHOUSIE NEWS

Dalhousie, Jan. 16.—Walt Marquis, of Campbellton, spent Sunday in town.

Mrs. Annie Murchio, of Charlo, was the guest of her cousin, Miss Eliza Miller on Sunday.

W. S. Montgomery, who has been in Montreal for a few days returned home Monday.

Mr. and Mrs. W. A. Hamilton, who have been spending a few weeks in Quincy, Mass., returned by the Maritime express Sunday morning and will spend a day or two with Mrs. Hamilton's parents before going to their new home in Charlo.

Mr. and Mrs. McLean have returned from their holiday trip and will occupy Mrs. McNeill's house until spring.

Stella McNeill, stenographer for D. A. Stewart, M. P., Campbellton, spent Sunday with her parents at Point La Nim.

Mrs. Norman McKay, of Campbellton, spent last Friday with her sister, Mrs. L. D. Jones.

Malcolm McNeill, one of Dalhousie's young men, returned from the West last week accompanied by Mr. Lloyd, real estate man, and will stay some time in town. Mr. McNeill has made good since going to the West.

Miss Isabelle Dickson is visiting her uncle, James Duncan.

Mr. and Mrs. John Harquail and family of Campbellton spent Sunday with Mr. Harquail's parents, Mr. and Mrs. James Harquail.

Mrs. Stone, wife of Policeman Stone and family have moved from Halifax and settled in town.

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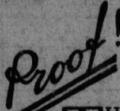
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LORD SELKIRK COLONIZATION

Rev. Dr. Bryce before Women's Members of Sign of We

"Lord Selkirk, the Colonization," of the lecture given by Rev. Dr. Bryce, before the Ladies' Aid Society, at the residence of Mrs. Smith, presided and lectured.

Dr. Bryce, who is the lecturer platform, renowned as a writer of an entertaining and instructive nature, repeats as it was of Western Canada sketches of pioneer provinces proving that the audience capacity of the room.

In dealing with the Selkirk, the lecturer earnestness and energy of the lecturer first directed his attention to the Upper Province, prairie provinces with persevering efforts and enthusiasm despite the flag of the breeze.

The lecturer first an interesting sketch of Lord Selkirk, and early career.

To his love for the

Don't Miss the Place Doors B. Victoria

NEWS IN SH

Police Court. Three prisoners, the police court, charged with breaking and entering, were sentenced to two months in jail. One other prisoner was fined \$5 or two days in jail on five days in jail on

May Accept Call. Rev. L. A. McLean, via Presbyterian church, called on Danville. It is believed, he will call from the stations of the Presbyterian church.

Chamcook is Proposed. After visiting Chamcook, factory inspectors everything is satisfactory. Two new theatres in Chamcook are proposed.

St. John Girl Makes. Miss Bertha L. L. departure from St. John members of the N.B. where her sister, secretary to Hon. J. A. B. of marine and is being recruited in local has demonstrated success in a large measure is just made has been appointed mistress of the church, a position as one of the most kind in the dominion which there was applicants.

PROVINCIAL. Town Officials Elect. Woodstock, Jan. 16. no town election took place, the town officials nominations from morning and on

PILE

Dr. Chase's Ointment for Piles, Hemorrhoids, and other ailments.