

The St. John Standard

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ST. JOHN, N. B., MONDAY, DECEMBER 15, 1913.

THE MAILS

The mails which arrived on the Allan liner Victorian were sent away yesterday by special trains, over the C. P. R., and were handled with every dispatch. One of the postal officials, who was at Sand Point when the overseas mail was handled, said the work done was superior to anything he had ever seen in other parts, and that St. John, if it could always show such speed, had at least an advantage in the matter of port handling.

The post office department had been informed that the Victorian would bring only letter mail for the maritime provinces and newspaper and magazine mail for other parts of Canada. This was due to the fact that under the regulations of the Postal Union, of which Great Britain is a member, each country is bound to forward the mails by the first outgoing steamer, speed and facility of delivery being considered. From the lists received in the British post office it appears that almost every mail steamer sailing for Canada from either Liverpool or Bristol is followed one day later by one of the ocean greyhounds from Queenstown for New York and the first class mails for western Canada are accordingly sent forward to New York, whence they can be more quickly forwarded.

This does not imply discrimination either against or in favor of St. John or Halifax on the part of the Canadian officials, or the British officials, but is simply and solely due to the fact that Great Britain is bound by the regulations of the Postal Union and cannot depart from them for local considerations. As a matter of fact if the lists now in the possession of the British department are adhered to there will be but few steamers which will carry first class mails with the exception of the overseas mail or mails for the Maritime Provinces.

After the first of the year, when the Lusitania and Mauretania are taken off the New York service the mails will come this way and then will be the opportunity for St. John and Halifax to make their mail tests. The fact that the post office department had special trains ready to convey the mails west yesterday over the short route is effective proof that there has been no discrimination.

Numerous boards of trade have passed resolutions of protest because all the fast mails for Canadian ports have not been sent forward through the port of New York. Now because most of the mails are forwarded through New York there have been protests from other boards and a considerable commotion on the alleged ground of discrimination. If it is desired that the fast mails should come through the ports of St. John or Halifax the remedy is not to be found in resolutions of protest. The laws of the Postal Union cannot be violated, so it would appear that the only thing to do is to have even faster steamers placed on the Canadian route. When we have ships comparing with the Lusitania or the Mauretania coming to this port there will be no further complaint regarding the mails.

SATURDAY'S ELECTIONS.

There were bye-elections on Saturday in South Lanark, Ontario, and in Macdonald, Manitoba, and the net result was the return of Conservative candidates, in Macdonald by a largely increased majority, and in South Lanark by a majority as largely reduced. In the latter riding Mr. Arthur Hawkes, who did effective work during the 1911 campaign as an opponent of reciprocity, appeared as the nominee of a "Canada First" party, the principal plank in his platform being opposition to the Borden naval policy and whole-hearted support to the idea of a separatist navy for Canada—the plan suggested by Sir Wilfrid Laurier. The extent to which the Laurier-Hawkes policy has gripped the people of South Lanark may be gathered from the fact that in the entire riding he polled but seventy votes and lost his deposit. Outside of this the contest was without significance as the smallness of the majority was due to the fact that there were two Conservative candidates and they apparently divided the votes of the riding.

In Macdonald, on the other hand, where there was a straight Liberal candidate, the nominee of the Conservative party was elected by a far larger majority than the riding gave before. As Macdonald includes a part of the city of Winnipeg where the high cost of living is severely felt, the size of the Conservative majority is a striking commentary upon the importance attached to the utterances of Sir Wilfrid Laurier and his enunciation of the free food policy.

Out of five bye-elections, recently held, the Conservatives have been victorious in four, while in the sole case where a Liberal was returned "the methods employed to win the seat" are to be made the subject of an enquiry in the courts of the country.

ST. JOHN AND HALIFAX.

Liberals are welcome to all the consolation they can get out of the situation.

The Halifax Chronicle, on Saturday morning, devoted two columns of its space to an article designated to prove the superiority of the port of Halifax over the port of St. John for the purposes of handling mails and passengers. From its own summing up the Chronicle is apparently quite satisfied that it has proved its case. We have no desire to engage in an argument with the Chronicle, which, although a machine Grit newspaper, exhibits commendable civic patriotism in urging the claims of its own city. But if the Chronicle is fair it will realize that St. John has not yet had an opportunity to make a thorough test of its claims.

The Halifax newspaper compares the time made to Halifax by the Royal Edward last season, with the record made to St. John by the Royal George this season. It quotes the day's runs in each case and then concludes that Halifax has St. John beaten by many hours, as mails landed at Halifax can be delivered in Montreal eight and one-half hours ahead of those landed in St. John. This contention, while apparently proven by the Chronicle's argument, is hardly borne out by the real facts of the case.

The trip of the Royal Edward to Halifax, on which the Chronicle bases its argument, was one of the quickest passages ever made across the Atlantic. The trip of the Royal George to St. John was not a particularly quick one, because of bad weather. The amount of the difference this caused can be shown by the comparative times of the vessels when both followed the same course. On this basis the following comparison of the runs of the boats for the first four days at sea will be interesting:

Royal Edward	Royal George
Miles per day	Miles per day
273	169
444	255
414	373
364	285
1495	1186

Thus it is apparent that the Royal Edward on her first four days' run covered 309 miles more than the Royal George. At an average speed of 18 knots per hour it will be seen that when four days out the Royal Edward was 17 hours and 10 minutes ahead of the Royal George, and if the rate of gain was proportionately maintained would get into port some twenty-two hours before her rival.

Sea captains have demonstrated from practical tests that if two steamers of equal speed leave Liverpool or Bristol at the same time, one bound to Halifax and the other to St. John, the Halifax vessel will reach port not more than three hours ahead of the one bound to St. John. This gives the sister city an advantage of three hours on the sea voyage, whereas St. John saves time in the rail haul amounting to between seven and eight hours at least, a net advantage of four or five hours to St. John.

It is unnecessary to indulge in newspaper arguments as to the merits of the two ports. St. John hopes to make tests this winter which will clearly establish the justice of her claims. In the meantime it should be remembered that there will always be business enough for both. It should not be a question of St. John or Halifax, but of St. John and Halifax. The kindest feelings exist between the sister cities. St. John is delighted to see Halifax prosper and we know the feeling is reciprocated. If Halifax has the finer and larger harbor, St. John has the best, cleanest and busiest city in the best province in Canada. And Canada is the best in the world.

LET US CLEAN HOUSE

When a representative of a detective agency visited St. John a few weeks ago and, as the result of his investigations, gave this city a name that did not at all imply a high standard of morality, his opinions were thought to be greatly exaggerated. Yesterday, however, those who attended the Men's Brotherhood meeting in Centenary church heard practically the same thing from an undisputed authority, Adjutant Cummings of the Salvation Army.

The speaker of yesterday is in charge of the Salvation Army's social and rescue home work and he is not a sensationalist. When he speaks of conditions of morality in St. John he does so with knowledge and if his remarks have the effect of rebuking our pride in a "clean city they, none the less, are backed by facts.

The Standard publishes a report of Adj. Cummings' speech, not from any desire to be sensational, but because we believe that if such conditions exist that fact should be made known. It is then up to the people to decide as to the measures to be adopted in effecting a remedy. If one half of

what the Salvation Army officer says is true, and we believe it is, then St. John is due for the most thorough moral housecleaning in its history and a start upon the undertaking should be no longer delayed. It is a serious matter for a city of the pretensions of St. John to rest quietly under such charges as Adj. Cummings makes.

DIARY OF EVENTS

THE PASSING DAY

THE HARTFORD CONVENTION.

It has been well said that the traitors and rebels of one generation often become the heroes and patriots of the next. The truth of this statement will be demonstrated in the "Wooden Nails State" one year from today, Dec. 15, 1914, when the centenary of the opening of the Hartford Convention will be celebrated in the Connecticut capital. The members of this convention, although men of the highest standing, were bitterly denounced by many of their contemporaries as traitors, rebels, plotters against the republic, and conspirators who sought the overthrow of democracy and the establishment of a monarchy. In the light of history, the supposed unpatriotic convulse has become an assemblage of pure patriots, who may have been mistaken in some of their assumptions, but who were undoubtedly animated by love of country and the spirit of freedom.

From the first the second war between the United States and Great Britain was a contest of the people of New England, who regarded it as unnecessary and impolitic, and who had suffered from it immensely, against the federal government, and that still worse measures were likely to follow. It was charged that the defence of the New England coast had been neglected by the federal government. In the following October a committee of the Massachusetts legislature, of which Harrison Gray Otis was chairman, reported that no alternative was left but submission to Great Britain, which was not to be thought of, or the appropriation to her own defence of those revenues derived from her people which the federal government had hitherto thought proper to expend elsewhere. The committee also recommended a convention of the New England States "to devise means of defence and of the preservation of their resources from total ruin, and adapted to their local situation and mutual relations and habits, and not repugnant to their obligations as members of the Union."

Some of the most distinguished New Englanders assembled at Hartford on Dec. 15, 1814, in the hall of George Cabot, president of the convention, was a descendant of one of the discoverers of the American continent. Other distinguished names were Gray Otis, Timothy Bigelow, Chauncy Goodrich, Nathaniel Smith, Stephen Longfellow and other celebrities of the time.

The Hartford convention and its supposed treasonable designs caused great excitement in Washington. The federal government sent Major Jessup, a Kentucky officer, to Hartford with a regiment of troops to repress any outbreak, but that officer reported that the gathering was entirely peaceful. It was then charged that some of the members of the convention were involved in a conspiracy to establish the kingdom of New England with the Duke of Kent as its sovereign, but this allegation also proved baseless. The convention sat behind closed doors, and at its conclusion issued a manifesto to moderate in tone and patriotic in sentiment, pointing out the necessity to New England, but expressing strong affection for the Union. The impugnation of treasonable designs to the Hartford convention continued for many years, however, and resulted in the destruction of the federal party and the political death of most of the delegates.

THE HUMAN PROCESSION

BIRTHDAY OF EIFFEL.

Gustave Eiffel, the celebrated French engineer who designed the tower for the Paris Exposition, the highest structure in the world, was born in Dijon, France, eighty-one years ago today. Of late years he has devoted most of his time to study of the problems connected with aerial navigation, and a few months ago he built the Garabit viaduct, the frame work for Bartholdi's Statue of Liberty, the grand vestibule and principal facade of the Paris Exposition of 1889, and other works in which he manifested remarkable engineering skill.

The designed of the Eiffel tower studied engineering at the Paris Central School of Arts and Manufactures. He was only twenty-six when he designed the great iron bridge over the Garonne at Bordeaux. In the carrying out of his contract the compressed air method of sinking foundation cylinders was used for the first time in any important project. His success with these caissons worked him famous among engineers and architects the world over. Later he built the Garabit viaduct, the frame work for Bartholdi's Statue of Liberty, the grand vestibule and principal facade of the Paris Exposition of 1889, and other works in which he manifested remarkable engineering skill.

It was the huge framework of the Liberty statue that gave Eiffel the germ of the idea which he worked out in the gigantic iron tower on the Champ-de-Mars in Paris, which was hailed as one of the great wonders of the modern world, and which made his name a household word among people of all classes in all civilized nations.

FIRST THINGS

The first great benefactor of the blind in America was Thomas H. Perkins, founder of the Perkins Institution for the Blind in Boston, who was one hundred and forty-nine years ago today and died there in 1854. The building and grounds of the Perkins Institution cost \$150,000. Under the presidency of Dr. S. G. Howe, the in-

IN LIGHTER VEIN

First View of Liberty Statue.

"O mother! what is this I see?"
Cried English Violet.
"This woman of commanding mien,
And in her hand a torch, I ween—
Is she a suffragette?"

We don't know what her ma replied,
Not being there to hear;
But had we been we should have said:
"She cannot be, for in her head
Her tongue is silent, dear."

Nuisances.
The struggle for existence.
Advice.
Professional Southerners.
Postage stamps.

Two Swift.
"Do any of the good things you hope for come to pass?"
"They all come to pass; but they come and pass so bloomin' swift I can't grab 'em."—Saturday Journal.

Not Paid for His Voice.
Theirate Passenger—Why don't you call out the name of that station clearly?
The Porter—What d'yer expect—a blasted opera singer for porter's wages?—Exchange.

Should Reverse It.
Suffragists are refusing to have the Encyclopedia Americana in their libraries, for under the subject "Eve" it merely says, "See Adam."

Saving.
"Speaking of stinky people," said the shopkeeper reflectively, "there's no can beat old Scrimp."
"What amount him?" queried the customer.
"Why, he even looks over the tops of his glasses for fear of wearing them out!"—Tit Bits.

With Fervor.
Visitor (to police constable on duty)—What does the Chaplain of the House of Commons do? Does he pray for the members?
Police Constable—No, sir. He comes into the House, looks around at the lot and then prays for the country.—Exchange.

Suffrage.
"How are you going to vote this election?"
"I just don't know! My dressmaker has been ill and I haven't a thing to wear."—London Opinion.

stitution soon won a place among the world's foremost schools for the education of the sightless. The New York Institution for the Blind was founded at about the same time, and the Pennsylvania Institution at Philadelphia was opened in 1833. The world's pioneer institution for the care of the sightless was the Hospice des Quinze-Vingts of Paris, opened by St. Louis in 1620. Diderot, the great encyclopedist, first formulated a plan for the instruction of the sightless, and in 1741 the first school of his kind in the world was opened by Valentin Haüy, "the apostle of the blind." The success of the Paris school led to the establishment of similar schools in other countries, the first in Great Britain being opened in Liverpool in 1791.

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Marie—You would if you liked flowers and candy and the theatre as much as I do.

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"How much does Impecunious owe you?"
"A cool thousand."
"Ah! Cool but not collected, eh?"

Should Be Strong, Anyway.
Her fiancé—What are you reading, dear?
She—"Two Kisses," by O. Onions.
Fiance—Breathless story, I hope.

WHY KEEP ON COUGHING?

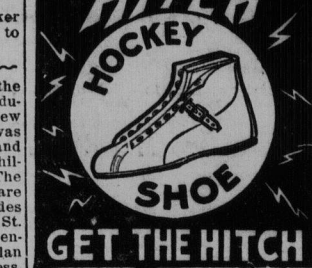
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