

The St. John Standard

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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 ports, 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 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 coming either to Halifax or St. John 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 shortest 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.

LIBERALS ARE WELCOME TO ALL THE CONSOLIDATION THEY CAN GET OUT OF THE SITUATION.

ST. JOHN AND HALIFAX.

The Halifax Chronicle, on Saturday morning, devoted two columns of its space to an article designed 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 time of the latter vessel 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:

Table with 3 columns: Vessel Name, Miles per day, Royal George Miles per day. Data: Royal Edward (149, 444, 414, 364, 1495); Royal George (160, 365, 373, 285, 1186).

Thus it is apparent that the Royal Edward on her first four days' run covered 209 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.

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 Nuts" 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 the contemporaries of the 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 convalescence 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 distasteful to a majority of the people of New England, who regarded it as unnecessary and impolitic, and who had suffered from it immense losses in the destruction of their fisheries and commerce. They regarded the war as a partisan measure of the democrats, and as federalists they earnestly opposed it. Early in 1814 the Massachusetts legislature made a report in which it was alleged that the constitution of the United States had been violated by 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 government. In the following October a committee of the Massachusetts legislature, of which Harrison Gray Otis was chairman, reported that no officer was in command of the coast of 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 parity and equality, which may be consistent with 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 called George Cabot, president of the convention, was a descendant of one of the discoverers of the American continent. Other delegates included Harrison 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 danger to New England, but expressing strong affection for the Union. The impugnation of treasonable designs to the Hartford convention, which 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 called the Smithsonian Institution recognized the worth of his efforts in this direction by conferring upon him a Langley medal for his researches connected with the resistance of the air in connection with aviation.

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 a revolution in building, and made him famous among engineers and architects the world over. Later he built the Garabit viaduct, the framework 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 tower 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 hand Her tongue is silent, dear."

Nuisance. 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 blizzarding swift I can't grab 'em."—Saturday Journal.

Not Paid for His Voice. The Irate 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.

Attention 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 1784 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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Submitted a... The Co... (Sat... IS TABLED DEC... No Recomm... Future A... Contained h... Action Unt... ing of Coun... Commissioner's... his report on the... special meeting of... urday. The com... are practically... his first report, b... considerably am... from the eviden... tions for the ad... for's are made, h... says: "If the pow... vested in the com... should be, I wou... sent for your c... conceive to be a... ing state of affa... ever, retains th... chief of police i... provincial govern... the city of any p... except to increas... Under the circ... ural course of ac... the evidence and... government for a... view of the fac... ready pledged to... police, in spite of... supposed to be... regarding his in... charge the duty... that it would be... was recomme... Com. Agar me... be accepted and... vinal government... Ian asked that... December 18 for... was agreed to... Com. McLellan... believed the may... proposal made b... Regarding the... the city, the cr... was quite willin... appropriation th... be responsible fo... not for the rest... In the report t... After hearing... before mention... lowing deductio... viz.:— "That the me... ant of rules and... That members... ted they frequen... places while spe... That there was... played by the p... perior officers. That the chief... in the patrolme... That the chief... rect such a depa... ner as to meet... operation of his... That the wate... force is away l... which should ex... That the chief... for an attempt... members of the... ment from publ... That the chief... with the d... as he stated in... That the chief... of certain offic... That unjustifi... places, caused... charged with... That the depu... void of a prop... duty, and there... with or in the... The evidence... had employed o... him around the... supposed to be... paid by the de... denied. That the chief... to a complaint... members of the... another for the... d—four brains o... That the chief... charged with the... ber of the depa... er. That the chief... whom the chief... stolen some pr... matter a joke, a... thing for him." That the chief... after the offic... goods from a ce... get the proprie... that "he, the... permission to tr... found the door... That this san... dence and adm... chief this story... officer, but in h... the chief for... such a position... the chief had c... and he should... of the matter. That the chie... case where... charged with e... were judged in... the extent of f... ant to settle w... would bring su... That, instead... ers in the city... the depredatio... were committed... places found o... officers were on... That it was... bers of the c... the honesty of y... force, and these...