

The Standard

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ST. JOHN, N. B., WEDNESDAY, JANUARY 8, 1913.

PARCEL POST.

The new parcel post, which went into operation in the United States on Wednesday, January 1st, judging by reports from New York, "caught on" with the people. The total number of parcels mailed in Manhattan and The Bronx, from midnight to midnight last Thursday was 30,614, exceeding the estimate by 200 per cent. Later returns indicate a steady increase. For the first two days many more packages were mailed than received in New York. On Saturday sufficient time had elapsed for parcels from Chicago and other large centres to begin piling in, and when the whole country has had time to be heard from, it is stated that the New York receiving force will have more than it can attend to.

The great mailing activity in New York is reported in the Sun to be largely due to the fact that big mail order houses have decided to use the parcel post as a money saver. One department store deposited a batch of 3,000 pieces in one day. A wholesale cloak and suit establishment has agreed to buy a million dollars worth of stamps a year if the Government's ruling on a small point in the law is satisfactory.

The parcel post has already been long enough in operation for the postmaster of New York to discover what he considers a serious defect in the law and also a recurring mistake on the part of many people who use the service. He claims that the law is defective in that it does not permit small packages to be dropped into street boxes instead of being mailed at one of the designated post office stations. Under the old system parcels weighing four pounds or less could be mailed on the street, but now even a yeast cake, if sent at parcel post rates, must be taken to a post office. In practice, the postmaster says, this is proving what seems a needless inconvenience. Many senders are making the mistake of placing ordinary stamps on their parcels instead of the distinctive stamps provided by the post office, and are posting the packages in letter boxes. In one day more than 800 parcels were held up in New York for improper postage. These defects in the service should be easily corrected as more experience is gained.

Parcel post is by no means a new institution. A parcel post system was inaugurated in the United Kingdom as long ago as 1853. In the early days no parcel was allowed to exceed seven pounds in weight or to be more than three and one-half feet in length, or six feet in length and girth combined. In 1884, 14,000,000 parcels were sent through the mails. Twenty years later the number had increased to almost 100,000,000 parcels. In 1896 the maximum weight was increased to eleven pounds, the charge for an eleven-pound parcel being 1s. 6d. Through the agency of Mr. John Henniker Heaton, M.P., the service was extended some years ago to France, and now practically includes all countries. The British parcel post rate to Canada and many other parts of the Empire is on the "triple system" of 3 lbs. for 1s., 7 lbs. for 2s., 11 lbs. for 3s., eleven pounds being the limit.

A service of "cash on delivery" of parcels was established in the Old Country some years ago and extends to many of the smaller British possessions. Within the limits of the United Kingdom after the postage is paid at a post office, a parcel of the maximum value of £20 can be sent C.O.D. with a charge of one shilling for collection. Parcels of smaller value are charged less. To British Crown Colonies such as the Bermudas and the Straits Settlements in India, the charge is on a graduated scale, varying from 3s. 6d. to 9s. 4d., inclusive of postage, on a parcel of £20 maximum value. This extension of the parcel post system to "cash on delivery" has proved very popular.

In Canada a parcel post service at low cost is a problem awaiting solution. Packages can now be mailed in the Dominion as fourth class matter, or merchandise, at a charge of one cent an ounce to a limit of five pounds in weight. Parcels to England cost 12 cents a pound with a maximum weight of eleven pounds, which is much higher than the British rate to the Dominion. To the Overseas Dominions and foreign countries the rate is generally in proportion to the distance.

The progress and development of the parcel post system in the United States will be watched with interest in Canada. Mr. Pelletier, the Postmaster General, has inaugurated important improvements in the reduction of cable rates, in extending the rural mail delivery and in other directions. Difficulties present themselves for solution before a parcel post can be established in Canada, but there can be little doubt that a service similar either to that successfully in operation in Great Britain or to the system launched in the United States will eventually be provided.

GOOD ROADS.

Between the Government grants and the value of statute labor, and the taxation of non-residents, about a quarter of a million dollars was expended in the maintenance of the roads of the Province in 1912. Still it is asserted in the Opposition press that the roads are in a deplorable if not impassable condition. Such a statement is, of course, an exaggeration and made for the purpose of discrediting the Government. The roads are as good as dirt roads generally are and as good, apparently, as the majority of the people want.

Owners of automobiles and others who are interested in better roads than can be made of the only material available are continually agitating for good roads and are anxious to secure thoroughfares either macadamized or paved. Common sense urges that there should be better roads in New Brunswick, but the funds to provide them cannot come out of the Provincial treasury. Through their better management and a wiser administration of the resources of the Province the present Government have been enabled to expend a larger sum on roads and bridges than was ever spent by any previous Government. Still the sum is insufficient to do more than maintain the roads as they are, and with the increased length of bridges, which is being added to every year, and the number which must be maintained, it cannot be expected that the Government would undertake the construction of what might be termed permanent roads. The automobile tax might, of course, be set aside to pay the interest on the cost of constructing new permanent highways, but at present it would be a mere drop in the bucket and it must be remembered that even permanent roads need not only annual repairs but constant supervision.

In every State of the Union where the agitation for good roads has had practical results the State authorities have joined hands with the municipalities and both have become contributors to the cost. But it must be borne in mind that the States across the line are much more thickly settled than a corresponding area in New Brunswick, which means that there is greater wealth among the rural classes as a rule than in some sections of this Province. Often municipalities of New Brunswick are almost entirely agricultural and a campaign of education would have to be engaged in before they would consent to contribute directly from their own pockets towards improvement of the roads. The problem of good roads for New Brunswick is, therefore, difficult to solve, but it has a solution.

Last year the Dominion Government were willing to make grants to the Provinces from the Federal treasury to aid in the construction of permanent highways. The wisdom of the Liberal party, which centres in Senator King, saw fit to move an amendment in the Senate which prevented this plan being carried out. This year the bill has been reintroduced and, if it passes, a plan for utilizing the fund to pay the interest and sinking fund on a loan for permanent highways might be worked out and a sufficient tax levied to pay for the maintenance of the roads after they are built. Good roads are a necessity. Every member of the present Provincial Government is aware of this fact and every honest effort is being made to provide what is required. It is evident, however, that until there is a further increase in the revenue through taxation, or otherwise, the question will hardly be solved.

FARM WOOD LOTS.

There has been a depletion of the farmer's wood lots all over the country. Many farms in Quebec and Ontario are so denuded of wood that farmers are compelled to purchase their fuel supply or to burn coal. In this Province there are also localities where the farms have been entirely cleared of wood, and while there has as yet been no resort to coal the price of fuel wood is constantly increasing. There is no excuse for this condition in New Brunswick, as almost without exception, there is not a farm in the whole Province of over 100 acres in extent which does not contain from ten to fifteen acres of land, where wood is the best crop that could be grown.

In the early settlement of the Province little care was taken in choosing settlement lands, with the result that thousands of acres were cleared that would have been better left in bush. At that time there was a plenty of wood for all purposes at prices which in these days would be regarded as ridiculously low. Had the settler of three-quarters or even half a century ago made a careful survey of his land before clearing and selected only that which was well adapted to agriculture, leaving the rest in forest, he would not only have secured a competence for himself but would have done something of immense benefit to the country.

It is not too late even now for a commencement. Instead of trying to extract crops from used up or stony land the farmer could plant it with spruce or other trees indigenous to the soil. He might not live to gather the returns himself but he would have a valuable asset to transfer to his heirs. Too much attention cannot be given to the subject. Re-forestation pays in Europe and it would also pay in New Brunswick. Had the European governments controlling large forest areas not recognized years ago that the forests would finally disappear unless replanting and cultivation were resorted to they would have lost an important revenue. By careful cutting, which amounts almost to pruning, added to replanting, large forest areas will continue to exist in Europe. Russia is a case in point. The revenue of Russia from its forests in 1911 amounted to \$42,525,810, an increase over the previous year of \$3,912,913. The amount of forest land owned by the Government of Russia is stated to be 464,025,000 acres. The Government forests of the Caucasus occupy an area of about 8,000,000 acres and brought a revenue of \$603,065 in 1911. Siberia and Turkestan, in which the area of Government forest land totals about 228,650,000 acres, brought a total revenue of \$2,054,335. Government forestry department officials in Russia estimate that the net profits from the forest land, in 1911, reached \$28,659,922, or approximately 67 per cent. of the gross revenue.

At the present price of lumber in New Brunswick the farmer who owns a hundred or two hundred acres of land can secure to himself a handsome income by a few weeks work in his forest reserve without in any way lessening the value of his forest. It is marvellous the amount of lumber such a lot will produce every year provided there is care in selecting the trees to be felled. With the value of wood constantly increasing the wise farmer will look to the preservation of his wood lot.

THE GROWTH OF CANADIAN TRADE.

The figures of Canadian trade up to October 1 for the twelve months ending then from 1903 to 1912 were as follows:

1903	\$481,059,835
1904	455,637,237
1905	464,252,627
1906	573,763,517
1907	644,737,791
1908	566,887,770
1909	602,357,357
1910	738,029,977
1911	799,087,968
1912	968,594,352

The growth of Canada's trade has been a cause of wonderment to the world. In ten years it has practically doubled and every year the rate of increase grows larger. It is no wonder that Mr. Taft and certain of our neighbors to the south wanted, in their own interests, to make the Dominion "an adjunct of the United States," and secure control of Canada's trade for their own benefit.

The arrival in this city, yesterday afternoon, of the first trainload of through freight over the National Transcontinental Railway marked the beginning of a new epoch in the history of St. John as the Atlantic terminus of great trans-Canadian railway lines. Yesterday's shipment of four also furnished striking proof of the power of development of Canada's trade with the sister nations of the Empire. The flour was milled from Canadian wheat, in a Canadian mill, shipped in Canadian made cars over an all-Canadian line to a Canadian port for trans-shipment to South Africa. The Dominion Government are following the wise course of operating sections of the road as they are completed and thus affording new transportation facilities.

Land grabbers were very active in securing concessions in the new territory to be opened up by the Hudson Bay Railway. This was before the present Government came into power. Friends of the Liberal Government succeeded in getting possession of large tracts at Le Pas, the Western terminus of the road, which are now necessary for terminals and which will have to be repurchased at an enormous advance. With this experience Mr. Frank Cochrane has arranged with Dr. Roche, Minister of the Interior, to reserve for the Government a strip half a mile wide on each side of the right of way from Le Pas to Port Nelson. This land will be sold only to bona-fide settlers or used for railway purposes.

The announcement that \$150,000 will be spent in permanent paving by the City Council will meet with favor from all those who use the roads. There certainly should be a pavement on Prince William street from Duke to British streets. The street has been recovered with broken stones three times in the last ten or twelve years and is not now in good condition. About \$6,000 has been spent in experimenting on Union street, between Charlotte and Prince William, in six or seven years, without results. It is now proposed to pave this highway which carries a heavy traffic.

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NEWS IN SHORT METRE

LOCAL

Police Court.
In the police court yesterday, Jan. Currie, charged with an aggravated assault on George Gillespie, was fined \$20 or two months in jail. The fine was allowed to stand pending good behaviour. Three prisoners charged with drunkenness were arraigned. Two were fined \$2 or five days in jail, while the other was fined \$4 or ten days in jail. D. H. McDonald, manager of the Opera House, was fined \$20 for allowing people to stand in the aisles of the house during the performance on New Year's night.

Mechanical Drawing Class.

It is the intention of the school board to start the mechanical drawing class in the Central school as soon as possible. A small fee will be charged which will be returned to the scholars making 90 per cent. attendance during the season.

Is Missing Man Victim?

It was reported yesterday morning that Robert Harris, who lives on the Loch Lomond Road, several miles beyond Silver Falls, is missing. It is thought possible that he may be the victim of the fire at Silver Falls last Sunday. Coroner Berryman has inspected the bones, but has not yet decided whether an inquest will be held.

PROVINCIAL

Will Hold Plebiscite.
Fredericton, Jan. 7.—A plebiscite will probably be held in Fredericton within the next couple of months to allow the citizens to decide for themselves whether or not the police commission will be an independent body, and if so the commissioners are to be elected or appointed.

York County Council.
Fredericton, Jan. 7.—The York municipal council met today in semi-annual session and unanimously elected Councillor W. R. Fawcett, of Temperance Vale, as warden. The financial statement submitted by Mr. Billet showed a balance of \$11,000 on Nov. 30. A resolution of condolence in the death of Councillor Carter was adopted.

Resigned From Board.
Fredericton, Jan. 7.—At a meeting of the Victoria hospital trustees yesterday, Judge Barry, president, retired from the board, his term having expired. Aid. W. E. Farrell was elected a trustee in his place. A. A. Sterling was elected president and W. T. Whitehead vice-president. It was announced that seven subscriptions of \$100 each had been received towards the cost of an X-ray machine.

Lumber Camp Burned.
Fredericton, Jan. 7.—Aitken Bros. lumber camp on the Keswick was destroyed by fire last evening, the loss being upwards of \$1,000. William Aitken lost wearing apparel to the value of about \$100 and \$75 in bills was also burned with his effects.

GENERAL

Chinese Loot City.
London, Jan. 7.—The disbanded Chinese soldiers yesterday looted the treaty port of Chi-Fu, on the north coast of the Shan Tung peninsula. They pillaged and burnt shops and houses. Chinese bluejackets assisted the loyal troops in restoring order. Europeans were not molested.

Streets Dangerous.
New York, N. Y., Jan. 7.—Five hundred and thirty-two persons were killed in accidents in the streets of New York during 1912, according to the report of the National Highway Protection Society. Two hundred and thirty of the victims were children. Of the children killed, 108 were run over by automobiles. Of the number killed, 221 were killed by automobiles. Troopers killed 38 children and 98 adults. The total number of injured during the same period was 2,363. Of those injured, 1,341 were responsible for 704, and wagons seriously injured 317.

Surrogate for President.
Paris, Jan. 7.—Mlle. Marie Desiard, of Amiens, a well known suffragist, announces herself as a candidate for the presidency of the republic. Mlle. Desiard says she knows she will not be chosen, but that she is coming forward "just to see what effect a woman's candidate will produce."

Bachelors Stung.
Des Moines, Iowa, Jan. 7.—Five hundred love sick bachelors from New York to Montana and North Dakota to Texas, were susceptible to the "love hoodwinking" of Florence Gamble, of Boone, Iowa, who pleaded guilty today to using the mails to defraud and was held to the federal grand jury.

OBITUARY.

Mrs. Margaret Maloney.
Many friends in St. John will regret to hear of the death of Mrs. Margaret Maloney, formerly of this city, which took place at Dorchester, Mass., after a short illness of pneumonia. One son, John P. Maloney, and two daughters, Mrs. Landers and Miss Agnes Maloney, of Boston, besides many grandchildren survive. Her funeral takes place at 6 o'clock this afternoon.

Mrs. Mary A. Cosman.
The death of Mrs. Mary A. Cosman widow of Shalor Cosman, occurred at Kingston, Kings county, on Monday, January 6, 1913. She was in her 74th year, and is survived by five sons and two daughters. The sons are Rev. Lemuel A. of Westfield; John W. Willard and Shalor, all of Kingston, and Peter L. of this city. The daughters are Mrs. Adriano P. Shamp, of Kingston, and Mrs. J. R. White Sprague of this city, is a brother, and Mrs. R. C. Williams, of Kingston, a sister. The funeral service will be held at the United Baptist church at Kingston at 2:30 p. m. on Thursday, June 9.

(Chatham Gazette.)

Rev. Fr. Fitzgerald of Jacques River who is seriously ill, was brought to the Hotel Dieu on Friday for treatment.

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