

## The St. John Standard

Published by The Standard Limited, 52 Prince William Street, St. John, N. B., Canada.

**R. V. MACKINNON, Manager.**  
**R. E. WALKER, Editor.**  
 Yearly Subscriptions: \$5.00  
 By Carrier ..... \$5.00  
 By Mail ..... 3.00  
 Semi-Weekly by Mail ..... 1.00  
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ST. JOHN, N. B., FRIDAY, MARCH 14, 1913.

## EXTENSION OF THE NEGRO POINT BREAKWATER.

The question of extending the breakwater from Negro Point to Partridge Island and thus closing the Western Channel has been the subject of numerous reports by Government engineers. The St. John Board of Trade has for many years taken a strong stand in favor of the extension and as far back as 1900 the importance of having this work undertaken was urged upon the Laurier Government. Delegations to Ottawa on many occasions brought this matter to their attention. No decision was reached. The Government of which Mr. Pugsley was a member, took no notice of their engineers' favorable reports. Nothing was done.

A delegation consisting of the Mayor and Commissioner Schofield were in Ottawa a few days ago and in the course of an interview with Mr. Hazen were informed by the Minister of Marine and Fisheries that he had given the question of extending the breakwater full consideration, that the Government engineers were in favor of closing the channel and that the work of extending the breakwater would be undertaken this year. For this purpose, Mr. Hazen stated, a contract involving an initial expenditure of \$100,000 would be let as soon as the estimates were passed.

Mr. Hazen's prompt action has met with general approval. He takes a keen interest in the growth of the Winter Port, and in co-operation with Mr. Rogers, the Minister of Public Works, has made extensive plans for harbor improvements and further development. Mr. Pugsley's organ, the Telegraph, in commenting upon the announcement that the breakwater would be extended, remarked with characteristic mendacity that "the improvement was part of the Liberal policy of harbor development." In view of the fact that both Mr. Pugsley and the Government of which he was a member repeatedly ignored all reports and requests in favor of the extension of the breakwater the falsity of the Telegraph's statement is self-evident.

The reports by Government engineers in relation to this subject have been consistently in favor of the extension. In 1896 Mr. Louis Coste, consulting engineer to the Federal Government, submitted a report urging the deepening of the Eastern Channel and also the closing of the Western Channel by Partridge Island. Mr. E. T. P. Shewen at a later date submitted a lengthy report reviewing the advantages of closing the Western Channel. His report stated that with the extension of the breakwater a more rapid current would prevail in the Eastern Channel which would keep the channel clear of silt when dredged, and that a safe anchorage basin of some sixty acres would be provided. Mr. Shewen further pointed out that the anchorage would be valuable both to small vessels running for shelter and also to ocean steamers.

The Transportation Commission's report confirmed Mr. Shewen's opinion and urged that the Government proceed immediately to close the Western Channel by extending the breakwater to the island. These recommendations and others were embodied in a special report issued by the Board of Trade in 1907. The Board took the matter up again in the following year and Mr. W. H. Thorne and Mr. W. Frank Hatheway as members of a special committee, accompanied by engineers made a personal inspection of the site of the breakwater. Copies of the engineers' reports favoring the extension were sent to members of the Laurier Government and a delegation from the Board subsequently went to Ottawa, saw Sir Wilfrid Laurier and strongly recommended that the work should be undertaken. Consideration was promised, but when the late Government went out of office nothing had been accomplished.

The consensus of opinion for years has been strongly in favor of closing the Western Channel. Arguments have been presented to the effect that an eddy might be formed on the West Side which would be dangerous to shipping. Mr. Hazen, however, informed the delegation that the Government engineers did not agree with this view and that the complete closing of the channel would be undertaken this year. It is satisfactory to note that in the opinion of Mr. Lafleur, chief engineer of the Public Works Department, by extending to Partridge Island the cost of upkeep will be greatly reduced. The cost of maintaining the breakwater as it now stands involves a very heavy expenditure each year. By the extension, all other material washed up by the sea will give strength to the breakwater, thereby reducing the expenditure for repairs.

## U. S. PARCEL POST.

The new parcel post system established at the beginning of the year in the United States is proving even more successful than was anticipated. During the month of February the New York post office, which embraces Manhattan and the Bronx, handled 3,482,292 parcels, as against 2,942,370 in January, with its thirty-one days, a greater relative advance than is shown by the actual increase of 569,922 packages.

The parcel post business is proving profitable at least so far as the New York office is concerned, since the gross receipts for last month showed an increase of \$200,077.47 over those of the previous February. This expansion is, however, being repeated all over the United States. The parcel post is stimulating business everywhere, and is growing by leaps and bounds. The authorities are already considering the ways and means of extending the usefulness of the service.

One of the greatest improvements, to come into force on July 1st next, is the establishment of a "C.O.D." service. On payment of a ten cent fee by the sender, the United States post office will undertake to collect from the recipient the price of the contents of the parcel, together with the postage, should that be payable by him. Other new regulations, notably that permitting of "special delivery," the attachment of the appropriate ten cent stamp will ensure the greatest possible despatch to the destination. The only complaints are those connected with the placing of parcels in bags instead of crates. On this point the United States should follow the practice in Great Britain, where parcels are forwarded in large wicker baskets.

## ADVERTISE THE APPLE.

The value of the apple as an article of diet should be advertised more widely, says the Canadian Horticulturist. Fruit growers have not awakened to the possibilities of an intelligently conducted campaign of this character. The explanation of the comparatively small home demand for the unequalled Canadian apple, with the consequent prevailing low average prices paid in the home markets, is due to the fact that many people are not as yet familiar with the value of the apple for dessert and cooking purposes.

For years the milk of the Holstein cow was considered to be lacking in nutritive value. On the other hand the word Jersey carried with it an implication of the highest possible quality in milk. Of recent years Holstein breeders have been conducting an intelligent, persistent educational campaign through magazines and other mediums. They have advertised that the milk of their cows is more evenly balanced in the nutritive elements of milk than the milk of any other breed of cow. Today many hospitals are using Holstein milk for infants in preference to other kinds.

Fruit growers' associations might well take a leaf from the book of the Holstein breeders. Attractive, well colored advertisements of certain brands of apples were they to appear in magazines and similar mediums would create a much greater demand for this product of the orchards.

## CURRENT COMMENT

## An Epoch in Navigation.

(Victoria Colonist.)

The first regular line of steamships to be established on Hudson's Bay will commence service on July 1st next. At first two vessels will be chartered to sail between the James Bay terminal of the Hudson's Bay Railway and Port Nelson, but tenders are now being called for the building of two steamers. These will be specially constructed to withstand ice. They will be 100 per cent. stronger than ordinary steel ships, will have a carrying capacity of 4,000 tons, with accommodation for 350 first and second class passengers.

## The Effect of Good Roads.

(Edmonton Journal.)

What good roads can do for property that is served by them is illustrated by the experience of the Ohio county in which the city of Cleveland is situated. Four hundred miles of brick pavement have been laid on the country roads there and the effect has been to raise the valuation of the rural real estate affected by the improvements from \$20,000,000 to \$101,000,000. It is calculated that with the increase in the taxation on this property, the roads have not cost the public a cent.

## Sound Advice.

(Montreal Gazette.)

The report of the New Brunswick Commissioner of Agriculture for last year gives the average yield per acre of the principal crops as 12.6 bushels for wheat, 31 bushels for oats, 24 bushels for buckwheat, 153 bushels for potatoes and 500 bushels for turnips. These are good yields for farmers as it is conducted in America. The young man who leaves New Brunswick to leave as good opportunities behind him as he is likely to have before him.

## DIARY OF EVENTS

## FIRST THINGS

**POSTAGE STAMP MANUFACTURE.**  
 The first machine for manufacturing postage stamps was the invention of James Bogardus, who was born at Catskill, N. Y., 113 years ago today. When the British government advertised for a postage stamp machine in 1839, Bogardus was one of 2,600 competitors for the prize, which was awarded to his device. Before that he had invented a new kind of clock, a "ring-filer" for cotton spinning, an eccentric mill, a machine for engraving figures on watch dials and a machine for printing bank notes.

In 1847 Bogardus constructed in New York, for his own use, a building entirely of cast iron. The first of its kind in America. He completed many other successful inventions and was at work on several ambitious schemes when he died in 1874.

The Bogardus postage stamp press was first used in 1840, when penny postage was inaugurated in England, and postage stamps were first used. The system was soon adopted in other countries.

## THE HUMAN PROCESSION

**GORKY, "THE BITTER ONE."**  
 Allckael Maximovitch Pieshkov, known to fame as Gorky, "The Bitter One," a great Russian novelist and dramatist, was born in Nizni Novgorod, forty-five years ago today, Mar. 14, 1868. His youth was spent in grinding toil and bitter poverty. At five years of age an apprentice to a cobler, afterward a gardener, painter of icons, boat boy on the Volga, clerk, wood-sawyer, baker, apple seller, railway porter, associate of tramp and vagrant, he learned the hard lessons of life in the stern school of experience. His mastery pen pictures of the Russian under-dog started the world.

Landing the mother of many children, indifferent to the sufferings of Gorky yet entertains a vast respect for women and her abilities. The patriarchate, he thinks, was the foundation of civilization and could well be made that of the society of today. He visited the United States seven years ago and met with a none too friendly reception. He is the father of a boy of seventeen who has ambitions to be an aviator.

## A "MILLIONAIRE SOCIALIST."

Syndicalism has not met with much favor among the rank and file of American socialists, as shown by the fact that its adherents even in the "old glove" section of the party, William English Walling, sometimes called "the American Lenin," is one of those who think syndicalism, properly understood, is not so bad.

Mr. Walling is a native of Louisville, Ky., who was born thirty-six years ago today, and a graduate of the University of Chicago, and other institutions of learning. He is one of the leaders in the syndicalist movement, which now has local chapters in most of the leading universities of the United States and Canada. Mr. Walling has, in 1900, but he sympathizes with any means for social and economic betterment that brings results.

Although he affiliates with the intellectual, Mr. Walling has often intimated that some of his co-workers are "weak and timid" in their work for the cause. Mr. Walling was factory inspector in Illinois in 1900, but for over ten years has lived in New York. With his wife, who was Anna Strunsky, a working girl, he is prominent in settlement work among the poor of New York.

## THE PASSING DAY.

**VICE-PRESIDENT OF THE U. S.**  
 Thomas Riley Marshall, of Indiana, has been vice-president of the United States for ten days, and yet—wonder of wonders—he is still enough of a figure to justify pointing out the fact that today is his fifty-ninth birthday. Obscurity has not as yet enshrouded him, as it has nearly all of his predecessors. He is still enough of a figure to justify pointing out the fact that today is his fifty-ninth birthday.

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## IN LIGHTER VEIN

## Unconventionalities.

"I'll have to ask you to go now, Mr. Gagsney; I am expecting a call from a young man I like better."  
 "Old snooter, the court has appointed me to defend you, and my advice is that you plead guilty; I know you stole the ham."  
 "Proddles, you don't need to lie to me about the amount of property you possess. I'm not the assessor." "I can manufacture your hands all right, mister, but you'd better do a little laundry work on them first."  
 "Say, you get off the wire, whoever you are, you snob! You're interrupting a conversation between gentlemen!"—Chicago Tribune.

## New Use for the Hyphen.

A teacher was instructing her pupils in the use of the hyphen. Among the examples given the children was the word "bird-cage." "That's right," encouragingly remarked the teacher. "Now, Paul, tell me why we put the hyphen in 'bird-cage'?" "It's for the bird to sit on," was the startling rejoinder.

## The Main Thing.

"Have you a striking idea for your novel?"  
 "I should say so," replied the busy author. "We've gotten up a cover design that will make everything else on the news-stand look like a bunch of withered turnip-tops by comparison."—Washington Star.

## After Material.

Editor—Why do you persist in coming here? I tell you I don't buy fiction.  
 Author—Oh, I don't wish to sell any of my stories. I am writing a short serial, entitled "The Liest Man on Earth," and came in merely to obtain local color.

## Rushed.

"Why did you break into the house in the middle of the day?" asked the magistrate.  
 "Yes, sir," said the accused, "I had several others to cover that evening."—London Evening Standard.

## Too Long.

Brown—I wonder if Smith would endorse my note?  
 Jones—How long has he known you?  
 Brown—A month.  
 Jones—I'm afraid that's too long.—Chicago News.

## The Easiest.

"So you claim to be a literary man, eh?"  
 "Yes, sir. I wrote that book: 'A Dozen Ways to Make a Living.'"  
 "And yet you are begging?"  
 "Yes, sir, that's one of the ways."—Houston Post.

## Awful End.

"What became of that Russian count who insulted you?"  
 "He choked to death."  
 "How did that happen?"  
 "I made him swallow his words."—New York Mail.

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