

The Evening Times and Star

The St. John Evening Times is printed at 27 and 29 Canterbury Street every evening (Sunday excepted) by the St. John Times Printing and Publishing Co., Ltd., a company incorporated under the Joint Stock Companies Act.

WHY NOT CLEAN THE STREETS? For some days past citizens have been asking what will happen if the mud left upon the principal thoroughfares should not be covered by a mantle of snow in the near future.

Presumably there is some one in St. John responsible for these conditions, and it is fair to tell the public why no steps have been taken to clean up, or if it is impossible to take such steps, what the conditions are that make it impossible.

THE VALLEY RAILROAD Premier Fleming announces that the contract for the construction of the Valley Railroad has been signed by the government and Mr. Gould's company, and that the line will extend from St. John to Grand Falls, construction to be completed before November 1, 1915.

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CONGRATULATIONS The tragedy in Main street last evening will make it necessary for the coroner, and after him the attorney general, to inquire what the street railways have done to carry out recommendations regarding the adoption of improved features, and the enforcement of certain rules respecting the safety of pedestrians, which were made some time ago by another jury.

CONGRATULATIONS In the matter of rates, the country will assume that the government has taken steps to guard shippers against the exactions of which they have had to complain in the part of some of the company railroads.

CONGRATULATIONS It is not so long ago that De Toqueville in his "Democracy in America" discussed the superiority of the Americans at sea. He denied that it was due to the physical advantages that nature gave them, and continued:

CONGRATULATIONS "The American vessels cost almost as much to build as our own; they are not better built, and they generally last a shorter time. The pay of the American sailor is more considerable than the pay on board European ships, which is proved by the great number of Europeans who are to be found in the merchant vessels of the United States. How happens it, then, that the Americans sail their vessels at a cheaper rate than we can ours? I am of opinion that the true cause of their superiority must not be sought for in physical advantages, but that it is wholly due to moral and intellectual qualities."

CONGRATULATIONS He goes on to explain that they display a sort of heroism in their manner of trading, and are far on their journey when the seamen of other nations stay in port awaiting an increasing wind or a favourable tide.

CONGRATULATIONS It is extraordinary to find how the United States lags behind other peoples today in deep-sea-faring, for while thirty-five years ago it was a keen rival of Britain in the carrying trade of the world, today it has about eleven ships engaged in this trade as against nearly 2,000 under the Union Jack.

CONGRATULATIONS In its voyage round the world the American navy encountered the American flag only twice on the way, while the flag of Britain was met in every sea and in every quarter of the globe. The present pitiful state of the American merchant marine is in marked contrast to the glorious traditions of the past. In former days, as De Toqueville remarks: "The American neglected precautions and braved dangers. He weighed anchor before the tempest was over; by night and by day he spread his sheets to the wind; he repaired as he went along such damage as his vessel may have sustained from the storm. . . . It is true that during a voyage of eight or ten months he has drunk brackish water and lived upon salt meat; that he has been in continual contact with the sea, with disease, and with weariness; but upon his return, he can sell a pound of tea for a halfpenny less than the English merchant, and his purpose is accomplished."

CONGRATULATIONS But the politician has changed all that. And today the American shipper, convinced of his impotence when there is a fair field and no favour, sits back and whines for a subsidy or discriminating duties. Protection has eaten the heart out of American daring and dandened the initiative of her seamen, until her merchant marine has practically disappeared from the sea.

CONGRATULATIONS The United States supplies most of the material for the carrying trade of the nation, but does very little towards the carrying of it. The "moral and intellectual qualities" in which De Toqueville said it excelled in former days have been eaten out by the doctrine of protection and completely lost sight of in the wilderness of false economic theories into which the whole country has been led by self-seeking politicians.

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CONGRATULATIONS A great circle of friends will wish for the Senator continued health and prosperity and the long enjoyment of a benign sweet reasonableness in his outlook upon the new and changing conditions growing up about him.

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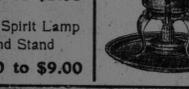
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Bought Your Xmas Perfumes Yet?

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Orasmus Page, 123 years old, who is said to be the oldest "newspaper boy" in the United States, and who for twenty-five years has sold newspapers in the Alton on his business. He was in a hurry to Railroad Station, in Joliet, Ill., has announced that he will retire next January. "Not because of the infirmities of age, but because of the entreaties of my children," he says.

George W. Ferris, of Kent, Conn., has for loss of time when he was there recently seen the city of Danbury, Conn., for 829 years has sold newspapers in the Alton on his business. He was in a hurry to Railroad Station, in Joliet, Ill., has announced that he will retire next January. "Not because of the infirmities of age, but because of the entreaties of my children," he says.