

The St. John Standard
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ST. JOHN'S CASE
Halifax newspapers naturally make much of the statement from the Post Office Department dealing with the records in the transport of mails from the United Kingdom to Montreal, through St. John and Halifax respectively. In big type they declare that the recorded time occupied from the United Kingdom to Montreal proves conclusively that Halifax has demonstrated its superiority.
With due deference to the Halifax press, The Standard dares to assert that the record of the past winter has demonstrated nothing except that there is very little difference between the ports. That the Government takes this view of the situation is indicated by the fact that they have determined to adhere to the principle, incepted by them, of allowing the companies performing the mail service to choose their own port.
Both Halifax newspapers contend that, from the average time of the sailings, that port has an advantage over St. John of twelve hours and forty-three minutes on each trip. To arrive at this interesting conclusion they totalled the time consumed by the shipments of mail to Montreal via Halifax, and divided it by the twenty-three sailings, giving an average time of eight days, nineteen hours, eleven minutes. The same course followed in the case of mail shipments to Montreal through St. John, showed an average time of nine days, seven hours, fifty-four minutes. Upon the face of it this would indicate that the average time via Halifax is, as claimed, twelve hours and forty-three minutes faster than through the port of St. John.
But the sister city newspapers, in their desire to make out the best case for their port, have neglected to figure on an important item. Of the trips to St. John, eight were from Bristol and thirteen from Liverpool. The distance from Bristol to Halifax is ninety-two miles greater than the distance from Liverpool to Halifax, so it must be assumed there is the same difference in the distances from Bristol to St. John and Liverpool to St. John. As the Bristol trips were made by eighteen-knot boats, this would mean a difference of five hours steaming for each boat and, for the eight trips from Bristol, it would permit the reduction of at least forty hours from the total time consumed in coming to St. John. For twenty-two sailings this means almost two hours per sailing.
Another, smaller factor, but nevertheless an important one, if the relative merits of the ports are to be settled by averages, as the Halifax papers seem to desire, is the difference in classified speed between the vessels plying to this port and to Halifax. Of the twenty-one trips to this port, nine were made by eighteen-knot steamers, eight by seventeen-knot steamers, one by a sixteen-knot steamer and three by fifteen-knot steamers, or an average speed of seventeen and two twenty-fifths knots per hour.
Of the twenty-three trips to Halifax, four were by nineteen-knot steamers, nine by eighteen-knot steamers, one by a seventeen-knot steamer, six by sixteen-knot steamers and three by fifteen-knot steamers. This makes the average speed of the steamers in the Halifax service seventeen and five twenty-fifths knots per hour. Subtraction of the average speed of the steamers to St. John from the average speed of those to Halifax shows that Halifax had an advantage of about one-eighth of a knot per hour, or three knots per day. For an eighteen-knot steamer this figures out at one hour in each six days or, for the total days consumed by the Halifax papers as consumed in the trips via St. John, this port lost about thirty-three hours through having service by slower steamers.
In all there must be subtracted from the St. John total some seventy-three hours for these considerations, and, again taking the Halifax figures, this makes the total time consumed in the St. John sailings 192 days, twenty-one hours thirty-five minutes, an average for twenty-one trips, of nine days, four hours twenty-seven minutes. The average of Halifax is said by the Halifax newspapers to be eight days, nineteen hours eleven minutes, so, after these slight miscalculations have been corrected, it shows that the net difference in favor of Halifax, instead of being twelve hours and forty-three minutes, is nine hours and sixteen minutes.
But another and more important point has been overlooked in estimating the advantage of Halifax. Much of the mail matter coming to St. John, not being first class mail, was sent forward over the Intercolonial railway instead of the C. P. R. Doubtless the Post Office Department has records to show the number of steamers in which this arrangement was followed out, but it is safe to figure that at least fifteen of the twenty-one steamers were handled over the I. C. R. Intercolonial time-tables give the running time of trains such as the Maritime Express

Diary of Events
HISTORIC DAYS IN CANADA

A naval battle which is of great interest to students of Canadian history although it was fought in the Bay of Biscay, off the coast of Europe, occurred 167 years ago today, May 14, 1747. Two years before the famous fortress of Louisbourg, in Cape Breton, had been captured by an army of 4,000 New Englanders, mostly merchants and farmers, led by William Pepperell, assisted by Commodore Warren with four English battleships. The French were determined to retake the "Dunkirk of America," which was the strategic key to Canada, and upon which upwards of a million pounds had been spent. The great fleet was fitted out to be sent to Louisbourg. One fleet of thirty-nine men-of-war suffered severely from storms and other misfortune, and the remainder of the proud array of vessels returned to France. In May, 1747, another great fleet was dispatched under the command of La Jonquiere, but on May 14th it was intercepted by an English fleet under Admiral Anson. The battle was a change among those conversant with North America, and one old British veteran asserted that he would rather give up Portsmouth, the French flag was again raised over Louisbourg, but it was destined soon to come down before the onslaughts of Wolfe and his gallant men.

THE HUMAN PROCESSION
HALL GAIN 61 TODAY.

Hall Caine, the Manx novelist, who produced a best seller in both England and America, with "The Woman Thou Gavest Me," was born 61 years ago today, May 14, 1853. He was the son of Thomas Henry Hall Caine. He was educated in the schools of the Isle of Man, and later studied architecture at Liverpool. From his youth he was afflicted with a pen itch. At first he was content with writing articles for the Building News, but he soon dropped all thought of a career as an architect and became a leader writer on the staff of the Illustrated London News. He spent six years in Liverpool, in the meantime contributing stories and articles to a few magazines, and in 1881 he was invited to London by Dante Gabriel Rossetti. The young Manx journalist lived with the poet-painter until his death, and in 1882 published his first novel, "The Two Cities." Mr. Caine's first novel was written thirty years ago and bore the title of "The Shadow of a Crime." His real success came with "The Deemster," published in 1887, and was sustained by "The Bondman," "The Manx Question," and other novels.

SIR THOMAS' STATEMENT.

Reports received by The Standard, last evening, from Montreal, indicate that the St. John delegation which interviewed Sir Thomas' Shaughnessy, of the C. P. R., relative to the return of the Empress steamers to this port next season, were told that "if St. John wanted the business the port must furnish facilities and that it was a matter for the civic government." Lacking details as to what facilities Sir Thomas has in mind, it is impossible to state whether his attitude is or is not a reasonable one, but there will be general agreement in the contention that, in the past, St. John has not dealt unkindly with the Canadian Pacific Railway.
When it was announced that the Empress steamers would not come to St. John during the season of 1913-14, the reason given by Sir Thomas' Shaughnessy was that the facilities were inadequate. As there was a general decline in business during the winter it is doubtful if there would have been congestion even if the Empress boats had come, but whether last winter's facilities were or were not adequate, there is the assurance from the Government that they will be improved before the next season opens. There will be additional wharves at Sand Point, work upon which is already under way and being rushed as speedily as possible.
It is hoped that they will be complete and equipped with sheds, conveyors, etc., by the time they are needed, but if not, it should still be possible to utilize portable sheds. This has been done by the C.P.R. before today in ports other than St. John, and if that company is really desirous of coming to St. John it should not be difficult to arrange portable sheds. The Government has taken advantage of every opportunity to hasten the harbor development and the Maritime Dredging and Construction Company, which has the contract for the construction of the wharves, is sparing neither effort nor money to finish the job as rapidly as possible. If port facilities constitute the only difficulty in the way of the Empress boats coming "back home" next winter then there does not appear to be much ground for anxiety.
The Liberal contention that the Government lacks the information to should possess before attempting to assist the Canadian Northern along lines indicated by Premier Borden, might have more effect if made by men who, themselves, secured anything like as much information as was necessary before proceeding with the construction of the National Transcontinental.

Little Benny's Note Book
BY LEE PAPE.

Me and Sid Hunt was standing awn our payment this afternoon, and I took a hand full of marbles out of my pocket, saying, I bet you cant guess how meny in heer.
I bet I can if you give me a look ferst, sed Sid Hunt.
I bet you cant even with a look, I sed. And I opened my hand to give him a look and he yelled, Poppy lay, and hit my hand a fearsome crack underneath and the marbles went up in the air and awl over evryware.
Hay, G wizz, wads the matth with you, I sed.
I sed Poppy lay, didnt I, wat moar do you want sed Sid Hunt. Moening if a persin ses Poppy lay ferst hels aloud to nock anything out of yure hand if you havent got sents enuff to close yure hands befor he dux it, ony it is jenerally considered a derty trick to nock marbles or anything thats libel to go awl over evryware. And I picked them awl up except the wuns I coodent find, and Sid Hunt sed, Heer kums Reddy Merfy, hes got marbles, wy dont you try it awn him, he cant say anything if you say Poppy lay ferst.
And jest then Reddy Merfy cam up, and wat did he have in both and but about 40 marbles, saying, Who wants to get in a gam of pots.
Poppy lay, I holloed, and hit both his hands undneath as hard as I cood, and the marbles awl went up in the air as if it was raneing marbles, wich I wish it woud sometine.
Poppy lay, I holloed agen, in case Reddy didnt heer me say it the ferst time and mite get mad.
Poppy nothing, he sed, you pick awl yure wun of those up agen and do it kwick, do you heer.
I sed Poppy lay, didnt I, sed.
I dont care wat you sed, sed Reddy Merfy, you pick those marbles up or I'll give you something yure not looking for.
Aw, G wizz, I sed. And I picked up awl I cood find, beeing 34, and Reddy Merfy made me give him 16 of mine awn akount of saying there was 50 in his hands wen I Poppylayed him. Proving it may be fare to poppylay if you yell, it ferst, ony you better pick out sombody you can lick to do it to.

mariners, but the building of the Cape Cod sea level ship canal, now practically completed, will solve the difficulties of the latter. This great engineering project will connect Massachusetts Bay and Buzzard's Bay. The canal is about twelve miles long and twenty-five feet deep, and will shorten the sea route between New York and Boston by about sixty-three miles. The first white child born in New England was Peregrine White, the original native Cape Codder, as the visits of the stork occurred on board the Mayflower, then in Cape Cod harbor. The historic Mayflower remained in that harbor for over a month before proceeding to Plymouth.

ENGLISH LUMBER
MARKET IS QUIET

The consumption of lumber in the British Isles during the month of April was disappointing, but the imports kept within reasonable bounds, says Smith and Tyler, wood brokers of Liverpool. The outlook, however, was better, but the Ulster situation was a drawback. The demand for pitch pine was quiet but hardwood, was steady. Spruce deals rated low. An early improvement was expected.
Alfred Dobell & Co. of Liverpool, however, found business about on a par with the same month for the last three years. New Brunswick and Nova Scotia deals showed 1,200 studs less of an importation than for the same period last year, but the stock was ample for all demands.

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OBITUARY
Michael J. Ba
It was with a feeling the death of Michael learned of in the city ye ing. The news of his brought to the city in a Mrs. Barry in Boston saying that Mr. Barry yesterday morning. Alth not been in the best of last few months, Mr. came as a great shock friends, who will extend pathy to his bereaved w
Mr. Barry was born about fifty years ago, a of the late Patrick Ba engaged in stevedore w harbor front. When a entered the employ of a all, lively stable owner, him until he started in himself on the south Square, about 1895. Th Mr. Barry disposed of h ness, and after a shor the west, took over th from which he retired in
Besides his wife, Mr. one brother, Harry, th ton Tuesday on receipt saying his brother was The body will be brou leaving Boston on Thu funeral will likely take following day. Mr. B known both in the city the province, and was the local council of the Columbus.
Robert A. Cour
Within the lasta few friends of Robert A. C received letters from hi