

The St. John Standard

Published by The Standard, Limited, 22 Prince William street, St. John, N. B., Canada.
ALFRED R. MCINTYRE,
 Managing Editor.
YEARELY SUBSCRIPTIONS:
 By Carrier \$3.00
 By Mail 2.00
 Semi-Weekly by Mail 1.00
 Invariably in advance.
COMMERCIAL ADVERTISEMENTS:
 Line Rate, over 5,00035
 Line Rate, under 5,00025
 Classified, One Cent Per Word.

ST. JOHN, N. B., MONDAY, MAY 11, 1914.

THE MAIL RECORDS.

The Standard publishes this morning the tables compiled by the Post Office Department and forwarded to the Saint John Board of Trade showing the time consumed in the transportation of mails from the United Kingdom to Montreal, through the port of Halifax, and the port of St. John. As they stand the statements can hardly be taken to afford in every case an exact comparison of the merits of the ports, until it is determined which mail boats had their mails forwarded by special mail trains, and which went forward by regular trains. Comparing all the mail times from the United Kingdom to the port of Montreal merely serves to illustrate that while Halifax has the shorter water haul, St. John has the advantage of shorter rail haul, and with special mail trains for every boat this port would probably make the better showing.

There is one interesting case in which exact comparison can be made, and which seems to prove this contention. The C. P. R. liner Empress of Ireland left Liverpool on Saturday, November 29th, at 9 p. m. She had first class mails for all parts of Canada and arrived at Halifax on Friday, December 5th, at 4:45 p. m., consuming on the sea voyage 5 days, 19 hours and 45 minutes. Her mails left Halifax by special mail train and were landed in Montreal on Sunday, December 7th, at 1:30 a. m. The elapsed time from the United Kingdom to Montreal for the mails by this steamer was 7 days, 4 hours, 20 minutes. The time from Halifax to Montreal was 32 hours, 45 minutes.

On Wednesday, December 31st, the Canadian Northern liner Royal George left Bristol at 8:30 p. m. She carried first class mails for all parts of Canada and arrived at St. John on Wednesday, January 7th, at 8:05 a. m., consuming on the sea voyage 6 days, 11 hours, 35 minutes. From St. John her mails went forward by mail special and were landed in Montreal on Thursday, January 8th, at 12:38 a. m. The elapsed time for the mails from Bristol to Montreal was 7 days, 4 hours, 8 minutes, or an advantage in favor of St. John of twenty-two minutes. The time from St. John to Montreal was 16 hours and 33 minutes. Both steamers are classified as eighteen knot boats.

The result of this trip shows that the C. P. R. liner from Liverpool reached Halifax in 15 hours, 50 minutes less time than was consumed by the Royal George on the passage from Bristol to St. John. The rail haul from Halifax to Montreal, however, was 16 hours, 12 minutes longer than the rail haul from St. John to Montreal which gave St. John the net advantage of 22 minutes on the test.

The Canadian Northern foldiers give the distance from Halifax to Bristol as 2,434 miles. A C. P. R. map shows the distance from Halifax to Liverpool as 2,242 miles. From this it will be seen that the route to Halifax from Liverpool has a distance advantage of 92 miles over the Bristol route. At eighteen miles per hour for either the Royal George or Empress this would mean five hours of additional steaming to be added to the Liverpool route to Halifax, to give a fair comparison of distance with Bristol. Other portions of the journey being taken as in the real test, it would seem to give some ground for the claim that St. John would have been five and one-half hours to the good, taking the same steamers to either Canadian port from Bristol or Liverpool, and under equal weather conditions.

While the statements show other trips in which Halifax has a decided advantage, the real value of all the tests cannot be gauged without taking into account weather conditions, train arrangements, and all other such matters. It does look, however, as if St. John has good reason to claim that, under equal conditions, the speedy delivery of Canadian mails will not suffer from being handled through this port.

THE GRIT MUD THROWER

Ottawa has had plenty of experience this winter with the abusive and uncontrolled utterances of Frank B. Carvell, the member for Carleton. No doubt in which he has taken part has ever been elevated by his remarks, but rather dragged down. For reckless statements he has no peer in the House of Commons, and it was this reputation for abuse, no doubt, that led to his being set up by the opposition as the epitome of Col. Hughes, and

of the items of the militia department last week.

While men who really knew what they were talking about were present on the Liberal side of the house, this man with the bitter tongue, undertook to make up in malediction what he lacked in argument. There was nothing in the estimates of the militia department that pleased him, but the chiefest form of abuse came when he undertook to show that the efforts the Minister of Militia had been making to raise the standard of the Canadian militia were but an attempt to deceive the people and hoodwink them into the belief that he was a temperance advocate. Lacking a case, Mr. Carvell showered adjectives and adverbs. The militia of Canada was, he declared, a regular "boosarium" and he informed the house that if he had a son he would want to keep pretty close to him when he was a member of the militia.

If there is one way in which Col. Hughes has been particularly effective in the administration of his department it is the work he has done in raising the general public opinion of the militia. That the minister has made an earnest effort to give effect to his views on temperance there can be no question, but, in a still larger way, the minister has had before him the ideal of a militia that would be made up of many men and that would exercise its influence in the country for better citizenship. Is this a cause for disdian on the part of men elected to represent the people of Canada? Is this to be made the subject of such abuse as Mr. Carvell hurled at the minister? Fortunately for the reputation of his party it met with scant signs of approval there. It was but another of those breaks of which the member for Carleton is so often guilty, and which, more often than not, cause most inconvenience to his fellow Liberals. In this respect it resembled the charge he had made in the house but a night or two before, that Penfan Raid veterans of Nova Scotia were perjurers.

DISLOYAL MR. EMERSON.

The latest exploit of a member of the Liberal party will again draw attention to the country that Sir Wilfrid Laurier has, among his followers, those who take every opportunity to fling insult at the most cherished traditions of the Canadian people. There was no justification for the action of Hon. H. R. Emerson in attacking the appointment of Prince Alexander of Teck as the new Governor-General of Canada. It was the action of a had tempered old man whose soul is filled with mortification because the idol of his dreams, Sir Wilfrid Laurier, is compelled to shiver in the cold shades of opposition.

That it was a political move on the part of Mr. Emerson makes the action even more despicable. The man who shocked the sensibilities of the Canadian people by reading the American declaration of independence in the House of Commons during the famous naval debate of last session, thinks he will secure temporary applause from a certain section of the Canadian electorate by throwing out the impression that the Borden Government is responsible for the appointment of the Prince Alexander of Teck as Governor-General of Canada. The appointment of a Governor-General of the King, and neither the Borden Government, nor any other government, appoints a Governor-General. According to the constitution of Great Britain, upon which that of Canada is modelled, the King can act on his sole responsibility in the appointment of the Governors of the various Overseas Dominions.

Thus the action of Henry R. Emerson can only be construed by thinking men and women as rash and inconsiderate, and calculated to place a strain upon the bonds which bind Canada to the Mother Country. As such it will be regretted and deplored from one end of the country to the other. It is on a par with the disloyalty of Hon. Frank Oliver who, to feed his petty spleen, insulted His Majesty in the full chamber of the House of Commons.

The reasons for Emerson's objections to the appointment of an English prince as Governor-General are puerile and flimsy. They will not bear investigation. They but serve to show that the attitude adopted by the Liberals on the question of reciprocity, and continued in the naval debate of the last winter, is an evidence that the Conservatives are, first and foremost, the "Greater Canada" party. The Liberals are the "Little

Canada" party, and thus the dividing line between Conservatives and Liberals is a cleavage deep.

By such incidents as that of Friday can great principles be discerned and the people of the Dominion will clearly judge which party, at all times, by its actions, expresses the national sentiment. And so, by a gradual process, the degradation and disintegration of the Liberal party is taking place. Each succeeding action serves to place the party of Laurier in a poorer light before patriotic people of Canada.

Diary of Events

HISTORIC DAYS IN CANADA

William Pitt, Earl of Chatham, the great British statesman whose genius was so largely responsible for the conquest of Canada from the French, died 28 years ago today, May 11, 1778. A little over a month before, although dangerously ill, he had visited the House to attack the policy of the ministers in regard to the French. The completion of the speech he faintly uttered and was carried out of the House, and later removed to his country seat in Kent, where he died. Perhaps Pitt's accession to power in England was the greatest single factor leading to the triumph over the French in Germany, he played a large part in the capture of a continent. England's future had rarely looked darker than when Pitt took charge. He had talent for choice men to carry out tasks that has rarely been equalled, and he was tired of the blundering leaders whom he found in command of England's army and navy. "Pitt had not only an unequalled genius for selecting the men most capable of serving him," says A. G. Bradley, "but the courageous contempt for bad traditions which enabled him so successfully to exercise it. He had also, above all, the power of inspiring every man whom he called to his aid with his own indomitable spirit." Amherst, then a colonel serving in Germany, was placed in charge of the army to be sent against Louisbourg and Quebec. With Amherst were three lieutenants—Laurens, Whitmore and Wolfe. The latter had attracted the attention of Pitt some time before, and when a serious task was to be undertaken, Pitt was not slow to recognize the value of the young man. He was sent to the army list, decided on Wolfe. All Canadians—and, for that matter, all the world—know how well Wolfe fulfilled the trust placed in him. Pitt, foreseeing the American revolution, long urged the adoption of conciliatory measures in the treatment of the colonies, but his warnings were disregarded, and he lived to see the colonies declare their independence and sustain their declaration by making war on the mother country.

FIRST THINGS

ROGATION DAYS

The first observance of the Rogation days was instituted by St. Mamertus, Archbishop of Vienne, who lived in the fifth century and whose festival is celebrated today. This famous prelate, renowned for his sanctity and learning, by his prayers was said to have suddenly extinguished a terrible fire which threatened to destroy the city of Vienne. The people, accepting the bishop's intervention as a miracle, were profoundly impressed, and St. Mamertus took advantage of the occasion to preach to them the necessity of prayer and to inaugurate an annual fast and supplication of three days, which he called upon at the faithful to join in an endeavor to declare their independence of the pagan gods, and to establish a new religion, prayer, tears, confession and supplication. Within a short time the observance of the Rogation days spread over Europe. The Anglican Rogation days, which are the Monday, Tuesday and Wednesday before Holy Thursday, or Ascension Day.

THE PASSING DAY

AN OLD TIME JOURNEY.

An expenditure of much money and three weeks of time and the endurance of numerous discomforts were required of those who made the journey from the Atlantic seaboard to Chicago four-score years ago. The story of the trip is told in a book kept by Mrs. Bryant, mother of the famous editor and poet. It was seventy-nine years ago that the late Mrs. Bryant, the mother of William Cullen Bryant left the old home where the author declared "the world was born and where her husband had died to establish a new home at Princeton, Ill., in the then "wild west." From Cumtinton, Mass., Bryant's birthplace, Mrs. Bryant, who was accompanied by her son Austin and his wife and baby, and her daughter, Louise, traveled by stage to Albany. The overland journey required two days, the party reaching Empire State capital in the late afternoon of the thirtieth. They went immediately on board the canal boat Amherst, "owned by Capt. Thompson of Peru," and by sundown they were off. "Boat very full; a great number of noly children; no sleep the first night," was Mrs. Bryant's comment on her first experience on canal boats.

On the following day the travelers "went through West Troy, seven miles from Albany," which would indicate that the craft was not exceeding any speed limits. On the fifteenth "passed Schenectady, thirty miles from Albany, in the morning. On the Mohawk, land very rich; a beautiful country." Utica, "a very handsome city," was passed on the sixteenth. "A lady came on board to ride ten miles." On the seventeenth the boat stopped at Syracuse, and the weary passengers were permitted to go ashore for the first time since leaving Albany. Mrs. Bryant "passed the salt works, twelve miles across, covered with a roof." On the eighteenth at Lyons "more passengers came on board; so full before, could hardly live." One wonders if the canal boat was provided with accommodations for strap-hangers, but Mrs. Bryant does not enlighten us. On the nineteenth, Rochester, "a very handsome place," was passed—"the falls are there where Samuel Patch jumped off and was killed." The interesting story in which Sam Patch figured had occurred only six years before, and was still a matter of great interest. Mrs. Bryant reached early on the twenty-first, a week out of Albany, and Mrs. Bryant and her companions transferred to the schooner Navigation to begin the third stage of their journey.

The schooner had "a small cabin crowded with passengers, many crying

Little Benny's Note Book

BY LEE PAPE

My sister Gladdis was practising sumthing by herself in the corner of the sitting room last nite, looking as is she was trying to see if she could stand awn wun foot no matter wure the uthir wun was, and pop sed, for the luv of symetry and perportion, wat do you think yured oing.

This is wun of the steps in the mateetchy, sed Gladdis.

Old stuff, sed pop, wy dont you be up to date and dancse the Sam Hill.

The wat, sed Gladdis.

The Sam Hill, sed pop.

I dont blove there is eny such dancse, sed Gladdis, wat is like.

I'll explane it to you if you promise not to interrupp me, sed pop.

Wy wood I interrupp you, sed Gladdis.

O I dont no, sed pop, to dancse the Sam Hill the first hing to do is find a partner.

Natcherly, sed Gladdis.

Don't interrupp, sed pop, after finding a partmr, making sure to choose wun with a fourth pen in his pocket, you take the fourth pen out and rap him 3 times awn the forehead with it, lowd enuf for the leadir of the orkester to hear.

O farther, for hevins sakes, sed Gladdis.

Don't interrupp, sed pop, these 3 raps are the signal for the musick to start up, because altho the Sam Hill is extremely difmukt with musick, without musick it is praktickilly imposserbl. Well, as soon as the musick commenses, the lady places the heel of her right foot in the gentilmans vest pocket, at the same time reversing rapidly with the toe of her left foot.

Farthr, yure orfl, sed Gladdis.

Don't interrupp, sed pop, as the musick takes up the 2nd beet, of the measure, the gentilmn gracefully removes the lady's right foot from his vest pocket, places it in his back pocket, first taking care to remove his handkerchif, and rapidly wurs her hed 3 times from left to rite by carefully taking her nose between his thumb and forefinger, waring gloves, of course, at the same time indeavoring to kick her left foot frum undir her at evry 4th beet of the musick.

Good nite, thats enuf, sed Gladdis. And she went out of the room, and I sed, Wat happins aftr that, pop.

For yure own private eddifykashin, sed pop, I dont mind telling you that the Sam Hill is eedily a fabrikayshn of my fertl brain, as Mark Antinny sed ovir the body of Sezer, thare aint no such animal.

O I sed.

Nothing to Brag About.

Everett West—"Wunst I was run over by an ice wagon."

I've been run over by a push cart."

Trancar Passenger (angrily)—"Look here! Do you think my feet were made for some idiot to stand on?"

Strap Hanger (coolly)—"Yes; that's what I supposed."

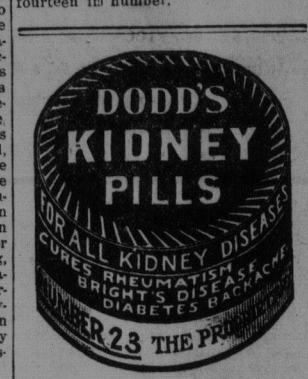
On the twenty-second: "Most all sick but able to sit up and wait on themselves. Men not much sick; they carried on deck." On the twenty-third: "Vessel rocks very much; lay by for the night which is a great comfort." The ship reached Detroit at sunset on the twenty-fourth, and the passengers went on shore. The following day, on the twenty-fifth, "got stuck on a sand bank; took till afternoon to get off; went a little way, ran on again; got off about sunset and put by; dangerous going in the night." The twenty-ninth, "a vessel struck ours;" the thirtieth, "had to lay by;" the thirty-first, "went at a good jog; about six miles an hour." On June fourth the ship stopped while the men went ashore to get "some cowpals for greens." On the seventh, "landed at Chicago, went to the Steamboat Hotel, very much crowded with passengers, sought shelter in folding, hired a wagon to carry us a mile for which we paid a dollar; slept under a root where there were four beds in which we all slept, fourteen in number."

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Robert F. P. Word was received in the death of the late Mr. Peake at his home in C. B. Mr. Peake, who died Saturday morning at his home in Exmouth street, was a native of two years of age and wife and two small children, his father, mother and of St. John. Mr. Love with his father in the business. He had been a year.

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