

# The Standard

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ST. JOHN, N. B., FRIDAY, OCTOBER 4, 1912.

## THE STEAMSHIP SERVICE TO THE WEST INDIES.

An announcement may be expected in the near future that contracts have been awarded by the Dominion Government for the new steamship service between Canada and the British West Indies, British Guiana and Jamaica. The period for receiving tenders closed on October 1st. A despatch from Ottawa intimates that several steamship companies are competing for the contracts. It is evident that the preferential trade agreement between Canada and the West Indies has stimulated competition. A considerable increase in trade both ways is now assured.

There are several provisions in connection with the contract of particular interest to St. John which are named as one of the Canadian ports of call. The companies have been asked to tender for a West Indian service every ten or twelve days from Halifax or St. John to Georgetown, returning to Halifax or St. John or both, also for a monthly service from Montreal during the navigation season calling at Quebec. The contractor is to be permitted to call at any British port in the West Indies with the option of calling at a foreign port for the discharge of Canadian cargo only. Similar proposals are made for the Canada-Jamaica service and calls are to be made at Bermuda each way. There is an additional provision for an alternate service from St. John to Halifax.

It will be noted that it has been left open to the tenderers to make their own proposals as to ports of departure, ports of call and frequency of sailing, the object being to enable Mr. J. D. Reid, the acting Minister of Trade and Commerce, to select the services for each route which will be best adapted to the requirements in point of efficiency and practical cost.

The date at which the contractors will be able to supply the services is to be a feature of the contract. The Government are anxious to have the services in operation as soon as possible. It is provided, however, that the vessels must be of the first class and capable of maintaining a minimum speed of twelve knots when loaded. Another important provision reserves to the Minister of Trade and Commerce power to prescribe the maximum freight and passenger rates and to provide that no discrimination shall be made against any Canadian exporters or importers. These provisions are to carry mail and other goods to and from the West Indies. The vessels are to have cool air chambers for carrying fruit and other perishable produce. These provisions in the contract will make for a vastly improved service from which the port of St. John should reap great benefit.

A feature of the contract it will be observed is that steamers are permitted to call at any British port in the West Indies with the option of calling at a foreign port for the discharge of Canadian cargo only. This will be a distinct advantage to Canadian shippers who may have goods for consignment to a neighboring foreign port. It is in compliance with the terms of the Agreement, which has been ratified by the Colonies concerned, and will be adopted by the Dominion at the coming session of Parliament. In two clauses, Nos. 4 and 5, the Colonies and Canada may provide that products to be entitled to a preference shall be conveyed by ship direct without transshipment.

In connection with this provision for direct shipment, we note that a letter signed by Mr. R. M. Rive of this city was published in the Times on Wednesday in which the writer suggested that two clauses, making it permissive for concessions to be granted under the treaty only in the interest of St. John as a port. Clauses 4 and 5 in the Agreement cover this point in every detail. Mr. Rive says at the close of his communication to the Times: "The letter is written with a very superficial knowledge of the question. If wrong I would be pleased to be corrected."

Mr. Rive's mistake was brought to his attention and he has since written an amended letter to the Telegraph in which he admits the clauses are in the Agreement and suggests that direct shipments in the interest of St. John should be made compulsory. Mr. Rive is a little late with his suggestion, seeing that the West India Colonies have already assented to the Agreement. In framing new treaties of this kind it is safer, in view of contingencies which may arise, not to make all provisions too arbitrary. It is clear from the terms of the steamship contract that the service will be direct and without transshipment. The Standard inclines to the belief that the Minister of Trade and Commerce is thoroughly in touch with the situation and that the interests of St. John, which Mr. Rive fears are in jeopardy, will not suffer.

### A YEAR OF OPPOSITION.

Some interesting tendencies shown by the Federal Opposition during the first full year of its activity are given in the Toronto News. "Liberal speakers and newspaper writers," it says, "have sought to cultivate the impression that the judgment of September 21st, 1911, was a snap verdict, and that the reason of the people was clouded by national prejudice. These politicians affect to believe that the Liberal party is so infinitely superior to all other human institutions, so splendidly isolated by true merit, that it deserves continuous approval. They are forced to the conclusion that an elector who votes against the Liberal party is either grossly misled, or else mentally 'touched.' So many voted that way last year that the insanity theory is hardly tenable. It remains therefore for the Liberal leaders to say that the popular judgment was temporarily put on order by reason of demagogic activity. "Such splendid assurance shines in the conclusion that it becomes almost one of the curiosities of politics. No general election campaign was more fairly fought. No issue, in our time, was more thoroughly canvassed than Reciprocity. The verdict was according to the evidence. Furthermore, it has been so recognized by Governor Wilson of New Jersey, Democratic candidate for the Presidency of the United States, and President Taft's private letter to Col. Roosevelt showed clearly that the Conservative campaign was based on a clear knowledge of what Reciprocity would do. The 'snap verdict' argument has been used constantly. Mr. Pugsley has been one of its chief exponents.

The Liberals have clung to Reciprocity as if it were the law and gospel. Long screeds of theory on the advantages of free trade have appeared in the papers. Content for all kinds of protection has been monumental. The fact that the Liberals maintained a protective tariff for sixteen years and did not reduce it one percent in that time, does not seem to disturb the

theorists. That, it appears, was an unhappy necessity—to keep in power. But this temporary desertion of 'Economic Truth' is to be made good by a course of Cobdenism which may be expected, by the leaders, to draw the approval of the farming population. It is a mistake. The farmers of Canada are not free traders. The vocal ones are, perhaps, but the silent majority realize that protection, in a country, neighbored as Canada is, is a vital need, and is as profitable to agriculture as to industry. The Government will have no reason for complaint if the Opposition continues to blow the ram's horn of free trade. People recognize the convolutions of the instrument and the consequent crookedness of the music.

"On the navy question the situation is mixed. The Liberal leader declares—on no evidence but that of his intuition—that Great Britain's command of the sea is not imperilled. The Globe on one day follows suit, and on the next demands that Mr. Borden do something worth while. Watching which way the cat will jump may describe the Liberal attitude. There has been an insincere campaign of small moment against the new management of the National Transcontinental Railway, a cry—also insincere—against the dismissal of some partisan civil servants. Sir Wilfrid Laurier has done a little stumping. People are glad to see him. His personality is picturesque. His manners are charming. But his argument is not kindling fires in the grass, and if it does the wind of his followers is insufficient to keep them going."

### "EMPIRE WHIST."

A new development of the whist drive has been invented by the Mid-Devon Advertiser, a newspaper in the Old Country strongly supporting Tariff Reform and Imperial Preference. It teaches a very practical lesson. The manner in which "Empire Whist," as it is called, is played may be gathered from the following instructions:

Note.—When required, gentlemen cut for British and Foreigners. (This cut may also decide trump when necessary). Highest cut for British and Foreigners. Free Trade.—Cut for British and Foreigners. British never lead. Foreign gentleman leads every time.

Dumping.—Cut for British and Foreigners. Foreigners draw five cards from their opponents hands, and "dump" their five worst cards in return.

Chamberlain.—Cut for British and Foreigners. British gentleman leads every time.

Colonial Preference.—Winners add two points to their score.

Cobden.—Cut for British and Foreigners. Foreign lady names trump suit after inspecting her hand.

Tariff Reform.—Winners double their score.

Imperial Union.—Cut for British and Foreigners. British partners change hands as soon as their cards are sorted.

### CIVIL SERVICE IN CHINA.

With the disappearance of the throne and the passing away of the imposing figure of the Mandarin, China as a young Republic seems to be adopting more modern methods. A species of civil service has been inaugurated to replace the Mandarins, who formerly filled all the offices. The successor of the Mandarin, according to a recent report from Hong Kong, is a fairly modest civil servant, attired in European dress, perhaps wearing a frock coat and a silk hat, and speaking English with a pronounced American accent. He is no longer an autocrat. He realizes that he is the servant of the people, not their master, and he knows that he is subject to the corrective of public opinion and newspaper criticism. As a rule he is filled with enthusiasm for the regeneration of China. On the whole, it would appear, that the Chinese civil service is infinitely better than the system it superseded.

The present officials are drawn from all classes of the people. They must possess some special qualification, such as a knowledge of a foreign language, not necessarily English. Most of them are men who have been trained in Europe, America or Japan, and it is interesting to note that a great proportion of the new class of civil servants are Christians. The work of the public offices is now confined to six days a week.

### Current Comment

Canada and Ireland. (Toronto News.)

Those politicians in the British Isles, who would place Ireland under Nationalist control, are identical in sentiment and in political classification with those who in this country a few years ago fastened a dual school system upon Saskatchewan and Alberta. The constitutions imposed upon these two Western Provinces hamper their educational and thus their religious freedom. The reactionaries won the day in Canada, but Ulster is justified in defending its dearest interests and its profoundest convictions to the utmost limit of its resources.

### The Waste of Water.

Appropos of the use and waste of municipal water supplies, the larger Canadian cities might well consider the example of the Department of Public Works, Philadelphia, which is inaugurating an exhibition upon popular lines to educate the consumer of water to the enormity of his offence in wasting water and to show him by what measures such waste may be reduced to a minimum.

### Old Age Pensions. (Montreal Star.)

There are 245,000 men and women in Australia who are over the pension age. Of these 70,000 are pensioners, while 165,000 are not pensioners. It is sometimes said that old age pensions will pauperize the people, and that everybody will qualify for them. Australian experience does not look as if that prediction had been verified in that country.

### The Presidential Vote. (Toronto Mail and Empire.)

A nation-wide straw vote conducted by the Chicago Record-Herald shows that the Presidential contest is between Roosevelt and Wilson, with Wilson leading. Taft seems to be out of it. Of course, it is likely that Taft will get a great part of the silent vote. Men who are in favor of Taft are not as a rule admitting the fact.

### Evidence That is Lacking. (Ottawa Journal.)

The onus of proof that Canada should have woman suffrage lies upon those who propose it for Canada, and there does not appear to be available yet, or generally available, a preponderance of proof that it is desirable, sufficient to overcome the objections that come from many whenever the question is raised.

### To Hudson Bay. (London Free Press.)

The promise that the Hudson Bay Railway will be hauling grain by 1914 is apparently made on the authority of the Minister of Railways and Canals, Hon. Frank Cochrane. Mr. Cochrane is a man of his word, and few words at that.

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## SCHOLARSHIPS AT U. N. B. AWARDED

C. L. Emmerson Captures Honors For St. John County—Dyson W. Wallace is Awarded York County Scholarship

Fredericton, Oct. 3.—Chancellor Jones today announced awarding of scholarships at U. N. B. as follows: Restigouche Co.—W. Beverly Scott, Northumberland Co.—Miss S. Dorothy Nicholson. Kent Co.—Melvin B. Dunn. Westmorland Co.—J. D. Hickman. Albert Co.—L. Stanley Edgett. St. John Co.—C. L. Emmerson. Kings Co.—James R. McMonagle. Queens Co.—A. B. Gilbert. Charlotte Co.—J. K. Trevelyan. Sunbury Co.—L. S. Webb. York Co.—B. W. Wallace. The basis of award for these scholarships is the aggregate of marks made at the July matriculation examination by students entering the university in September. In case no student who has taken the July matriculation attends from any county other applications are considered. The \$200.00 scholarship for the highest aggregate of marks in the subjects required of First Class Teachers for Senior Matriculation has been awarded to George J. Marr of St. Martins, N. B.

## HOTEL ARRIVALS.

Royal. J. D. Waldon, Sherbrooke; M. L. Woodall Toronto; B. A. Burke, B. F. Bell, Boston; E. W. Werner, A. M. Fitzsimmons, Montreal; W. H. Buddell, London; A. Laycock, Cleveland; W. E. Sharpe, J. P. McBride and wife, Toronto; G. P. H. Powers, Milford, Mass.; J. H. Rich, York; W. G. Katzmann, New York; C. A. Wallcut, P. J. J. Stark, E. Boucher, Montreal; F. B. Wheaton and wife, Westchester, Mass.; J. Edward, Moncton; A. Starkey, Montreal; Mrs. F. W. Dinocke, Windsor; J. H. Ketter, Port Arthur, Ont.; S. B. Fuller, Ottawa; P. O. Crouse, Chicago, Ill.; J. H. McDonough, Boston; P. O. Hall, Toronto; C. A. Senez, Montreal; H. Green and wife, Miss Green, Digby; Dr. and Mrs. Trim Halifax; S. R. Mitchell, Boston; Mrs. R. C. Ritchie, Chelmsford; J. H. Irvine and wife, Liverpool, N. S.; Jas. Seaman, Dundee, N. S.; Mr. and Mrs. Ryan, Sackville; Geo. Mitchell, Rexton; J. W. Yarmouth, Montreal; J. Johnston and wife, J. P. Johnston, Newark, N. J.; J. P. Edgett, Moncton; J. A. Rich, Boston; L. W. Johnston, London; Dr. and Mrs. Flin, Halifax.

## Victoria.

W. J. Scott, Fredericton; H. H. Slickney, Portland; J. J. Ham and wife, Brantford; John Eagles and wife, city; T. M. Carpenter, Wickham; L. Speedy, McAdam; Wm. Davis, New York; Wm. A. Dittmar, New York; Miss Arnold, Sussex; C. E. McKay, Brookley; H. S. Chase, Port Arthur; T. McCook, Halifax; E. B. Snow, Montreal; A. Flynn, Charlottetown; R. G. Fulton and wife, Chatham; G. F. Wanson and wife, Woonsocket; F. P. Pottinger, Boston.

## Park.

W. J. Dean, Musquash; O. G. Carleton Sussex; W. Hawkes, Hamilton, Ont.; Chas. Kent, Toronto; R. J. Fitzgerald, York; A. McDonald, G. M. Thibodeau, H. G. Collins, Halifax; L. M. Hawrey, Truro; A. L. Baird, Hartland; N. B. P. A. LeBlanc, Moncton; Gus F. Comeau, Little Brook, N. S.; H. McKinnon, Truro; F. V. Dexter, W. H. Fahie, J. D. MacDonald, F. W. Blankinship, Halifax; John Foley, St. John; M. Parlardeau, Quebec; W. J. Coburn, Digby; A. S. Doone, Montreal; J. W. Wilkes, Sgt. Arrival of Kitty Co.; E. S. Brodie, Gagetown; E. Thorpe, St. George; N. A. McIntosh, Woodstock; J. McKenlie, R. M. McLean, Arlie McDonald, Sydney; C. B. O'Hearn, Campbellton; J. A. Esson, Lowellton; Wm. Buckley, Boston.

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Such was his life's crusade; and, as his death, Inspired in men a purpose pure of heart— In some great cause to give their latest breath— So died the soldier-saint.

Nay, his the nobler warfare, since his hands Set free the thralls of misery and her brood— Hunger and haunting shame and sin that brands— And gave them hope renewed.

Brutal souls, and bodies broken by despair, He healed their heartsache and their wounds he bled, And drew them, so redeemed, his task to share— Sworn to the same high quest.

Armed with the Spirit's wisdom for his sword, His feet with tidings of salvation shod, He knew no foes save only such as warred Against the peace of God.

Scorned or acclaimed, he kept his harness bright, Still, through the darkest hour, untroubled to yield, And at the last, his face toward the light, Fell on the victor's field.

No laurelled blazon rests above his head, Yet a great people bows its stricken head, Where he who fought without reproach or fear, Soldier of Christ, lies dead. —Owen Seaman in Punch

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## NEW REGULATIONS FOR MAIL COURIERS

Some new regulations with reference to the duties of couriers on rural mail delivery routes became operative today. They are evidence of a desire on the part of the government to improve the service and to make the money order postal note and registration features of the service available for people living in the country.

One of the new regulations requires that the courier shall furnish himself at his own expense with a supply of postage stamps to be sold to persons along his route who may want them. The government will furnish a book for the safe carriage of stamps, but the courier must provide the stamps at his own expense and will not secure the commission allowed regular vendors. The government will furnish him with blanks for the purchase of money orders and postal notes. Packages of ten of these will be placed in each rural delivery box, and the courier will also be required to carry some for emergency.

Under the new regulation any patron can fill out these blanks and give the courier the necessary money, taking his receipt therefor. The courier will be required to complete the purchase and take the order back on the return trip, or, if the purchaser gives him an open letter, properly stamped, he can place it in the letter and mail it. The courier will also be required to accept for registration properly prepaid letters and packages, giving a receipt therefor, while if there are registered packages for delivery along the route, the postmaster will send out a notification by the courier, and the package will follow on his next round. Couriers are required to comply with these regulations or forfeit their routes.

A Trip to the Pacific Coast. (Fredericton Gleaner.) George A. Perley, M. P., P., and Mrs. Perley intend leaving on Tuesday, Oct. 15th, via C. P. R. for the Pacific Coast. This being the first trip of the member for Sunbury to the Canadian West, he plans to be absent for several weeks, during which he

and Mrs. Perley expect to make an observation tour of the principal cities en route. Two of their daughters and the family of the late Senator Perley, brother of the M. P., are resident at different points on the line of railway, and Mr. Perley will extend his trip to Southern California, where another brother has been established in business for many years.

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