

# The St. John Standard

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ST. JOHN, N. B., WEDNESDAY, DECEMBER 10, 1913.

## ST. JOHN AND THE MAILS.

In another column of The Standard this morning will be found an official statement from the Post Office department touching the handling of British mails between the ports of St. John and Montreal. The department is quoted as making a definite pledge that "the matter will be adjusted in the interest of Canada and on the proper lines." This plainly settles the question of discrimination against St. John, so far as the government is concerned, but there are points in the communication upon which our people are entitled to further information.

The department is authority for the statement that there was no letter mail on the Tunisian, and also that there will be none on the Royal George, the first steamer of the Canadian Northern service, which is due here early Thursday morning. On the other hand the most direct information The Standard can receive from Montreal is that the Tunisian's mail was the regular British mail matter including hundreds of letters. However we will accept the official communication in preference to our unofficial information. Of course the Canadian Post-Office Department, or the Canadian Government has no control over the shipment of mails from the other side, and consequently cannot be blamed for the fact, gathered from their own communication, that the first class mails are apparently coming to Canada through Halifax or New York, while the newspapers and parcels are coming to St. John and will not be sent forward by special fast mail trains. But the question naturally arises, is St. John a mail port or a newspaper port?

If letter mails to Canada are routed through Halifax or New York because some British postal clerks are ignorant of the existence of St. John, then something should be done to educate those gentlemen and there is room for active publicity work on the part of the Board of Trade.

It is the height of folly for the most partisan Liberal newspaper even to intimate that the government of Canada would for an instant discriminate in this mail matter against St. John and in favor of Halifax or New York, and no one wants a prejudice shown against Halifax for the benefit of St. John. It is equally undesirable that there should be commercial strife or hard feeling between St. John and Halifax, but certain facts are pressing for consideration and cannot be ignored.

The people of St. John requested that this port should be placed on an equality with Halifax in the matter of mails and, at the solicitation of Hon. J. D. Hazen, the Borden government had ever done and granted St. John's request.

What was the reason for making the request? Simply that the people of St. John, as represented by the Board of Trade, believed that with an absolutely fair deal this port could show that it was as much superior to Halifax for mails as for freight. If the mails coming to St. John are not such as require to be taken to their destination by the shortest route and the fastest trains, then there is urgent necessity for some questioning and vigorous protests. St. John has no desire to quarrel with Halifax, but this port can be proven to be the natural winter mail port of Canada, and what we want is a chance to demonstrate it.

When the Tunisian's mail was taken by the I. C. R. route, on the ground that it was composed only of newspapers and packages, there was considerable agitation in which The Standard did not join, because we believed that the matter would right itself, and the fact that the first mail boat coming here was said to carry but second class mail we thought was due to accident rather than to design. When it is said the Royal George is also carrying but second class mail to be forwarded by the I. C. R., it looks as if the accident was in a fair way to become a habit, and if so St. John is by no means satisfied.

What St. John wants is a test of first class mail carried to Montreal over the C. P. R., 480 miles, not over the I. C. R., 741 miles. If we cannot beat Halifax on such a test there is nothing further to be said. But if, as The Standard believes will be the case, the test shows that British mails can be more quickly delivered in Montreal and the west by being landed at St. John and handled over the C. P. R. route, then there is but one answer; St. John must be recognized as Canada's winter mail and passenger as well as freight port, and facilities must be provided as speedily as possible to handle the traffic and trade of the whole Dominion.

## HATS OFF TO NEW BRUNSWICK.

The fact that the New Brunswick Government is alive to the possibility of this Province and the advan-

tages it offers as a field for British settlers is attracting attention in other parts of Canada is illustrated by the publication in the Montreal Daily Mail of an editorial commending the activity of Mr. James Gilchrist, the Provincial Superintendent of Immigration, who is now in Scotland, and is doing so much to place the claims of the Province before intending settlers. Under the heading "The Turn of the East," the Mail says:

"Hats off to the Province of New Brunswick! While other provinces in Eastern Canada have been sitting idly by and watching Western Canada earn the world's championship for immigration enterprise, New Brunswick has been getting in some good work on her own account. The province has had immigration officials busy in Great Britain for some time, pointing out the advantages of that part of Canada which is called New Brunswick. The department at home, besides, has taken the trouble to meet immigrants bound for the West at railway stations and impress upon them the desirability of life in Eastern Canada. What is the proof of the pudding? So far, in 1913, the immigration into New Brunswick is one hundred per cent. better than it was in 1912. And prospects for 1914 are rosy."

"We often hear the big railway companies praised for the work they do in bringing people to Canada. But the companies want to take the people to Western Canada. They haul them; and the new-comers create traffic. The population growth in Eastern Canada is not nearly so great as the increase in Western Canada—but it would be, if there were the same lack of prejudice in Canada against Atlantic immigration as there is in the case of European. Canada's enthusiasm for the West is being capitalized by the transportation companies, which are reaping a harvest out of this Western boom more valuable than many bumper crops of wheat."

"New Brunswick is Canada, as well as Manitoba, Alberta, Saskatchewan or British Columbia. So is Quebec, for that matter. Boosting of the West should not be allowed to drown out the call of the East for farmers to settle on fertile tracts of uncultivated land. And this land, fertile and near the best markets though it be, is not all. The communities are well organized with splendid educational facilities and social advantages. The loneliness of the prairie is absent; there is companionship, and many other mental compensations in addition to all creature comforts. There is sport for the sportsman, of a rare kind, in the waters, air and woods. There are the sea, great rivers and mountain grandeur. And withal, at the moment, there is a spirit of enterprise abroad, not mushroom in its origin or methods, but built on the solid foundation of experience and knowledge. Those who have 'stayed with the game' in New Brunswick have no cause for regret, and the newcomers, no doubt, will reap, in this respect, where they have not sown, by a participation in the wave of prosperity that now appears from the westward from this section of the Provinces by the sea."

## SOUTH AFRICA'S GOLD

The following statistics relating to the production of gold in South Africa are taken from a Cape Town despatch to a western paper:

"In the course of a speech at the annual dinner of the Certified Mechanical Engineers, Sir Lionel Phillips gave some illuminating figures respecting the mining industry of the Witwatersrand. There were 2,500 men employed in the technical and electrical branches, in addition to the 21,300 miners, artisans and other white men. The total amount paid in salaries and wages was close upon £8,000,000. Then there were 178,375 natives employed, who receive wages at the rate of 53s. 3d. per month. Altogether for native labor, and other costs in connection therewith a sum of nearly £9,000,000 was paid. Stores represented an expenditure of £3,700,000 and taxes £1,645,000. The balance, £8,000,000, went out of the country in the form of dividends. Out of £37,000,000 of gold produced, roughly £29,000,000 went to the sustenance and advancement of the country."

From this it appears that nearly eighty per cent. of the output of the South African mines is required to meet the expenses of producing it. An interesting subject for investigation would deal with the relation the production of gold bears to the production of wealth. We are apt to confuse the two, but gold is wealth only because it is a standard of value.

## Has It Helped You?

(Mail and Empire.)

It is said that the word "over" was omitted from the service that united Miss Jessie Wilson and Mr. Francis Sayre. Are there any men living who believe that the inclusion of the word helped them much?

## A Matter of Guilt.

(Hamilton Spectator.)

A Montreal lawyer makes the unique plea, in a slender suit, that the term "rascal" used politically, is not a defamatory word. Most honest folks would consider that it all depended on the guilt or otherwise of the party to whom it is applied.

## DIARY OF EVENTS

### HISTORIC DAYS IN CANADA

George Thomas Langran, humorist, poet and journalist, was born at St. Charles, P. Q., sixty-eight years ago today. He ranks among the greatest of Canadian-born humorists and poets. He was educated in Montreal High School, and began his journalistic career in the Canadian metropolis. He was associated with Robert Graham in the establishment in Montreal of the Free Lance, a journal of satire and humor. In 1874 he went to New York to join the editorial staff of the World, remaining with that paper until 1883, when he became one of the editors of the Philadelphia Record. His untimely death occurred in the Quaker City on Feb. 5, 1888. "A Thorough for the Ahkood of Swat" was one of the most successful of his humorous poems, while his "Ballads" are still treasured by many Canadians. His international reputation was based largely on his "World's Fables," which were a feature of the New York World during Mr. Langran's connection with that paper. The late Mark Twain held a high opinion of Langran's humor, and republished his last seven selections from Langran's work in "Mark Twain's Library of Humor." Most of Langran's fables deal with birds and animals, and bear such titles as "The Cuckoo and the Hen," "The Fox and the Crow," and the morals of the fables are very human in their applications.

### THE HUMAN PROCESSION

#### A BLIND SENATOR

In Mississippi the politicians take their politics very seriously, and since duels with firearms are no longer in fashion, they occasionally settle their differences with their fists. A political meeting that doesn't begin or end with a "rookery" is considered a very tame affair in the Mississippi hinterland. As no gentleman would fight with a blind man, Thomas Pryor Gore, who was later to win fame as United States senator from Oklahoma, found himself at a decided disadvantage when he began his political career in his native Mississippi. On one historic occasion, when the youthful Gore was debating a point of politics with Senator Hermann De Soto Money, the latter became enraged at the ridicule heaped upon him by his verbal opponent, and shouted, "If you were not blind, I would whip you!" Gore, tearing off his coat, answered, "Well, it is a handkerchief about your eyes and waste right here." The "rookery" did not take place, for Senator Money was so delighted with the spirit of the sightless youth that he led the applicant to the door of the senate chamber. Gore was later elected to the senate, and his blindness was no handicap to him. It was this fighting spirit which triumphed over a terrible physical disability and enabled Gore to outwit the leading statesmen of the republic. The Oklahoma Solon was born in Webster county, Miss., forty-three years ago. When he was eleven years old he lost his left eye by being accidentally struck with a stick by a playmate, and three years later he was crippled by the loss of his right eye. Despite this handicap, Mr. Gore graduated with honors from a normal school, taught school to earn the money to study law, and was not yet twenty when he was nominated for the state legislature, but was obliged to withdraw on account of his poor eyesight. At twenty-two he engaged in the practice of law, and removed to Texas a few years later, where he became noted as a Populist orator, and was nominated for congress. In 1901 he removed to Oklahoma, where he was a member of the territorial council, and, as a Democrat, was elected to the United States senate.

### THE PASSING DAY

#### THE BURNING OF NEWARK.

That war is capable of transforming naturally kindly and peaceful men into something resembling fiends has often been demonstrated. Such a demonstration occurred a century ago today when Gen. George of the New York militia, who had been placed in command of Fort George, on the Niagara, abandoned that post after perpetrating a piece of disgrace to American arms. Before leaving he set fire to the 150 houses in the village of Newark, the former Upper Canada capital, driving the 400 inhabitants, mostly women, children, the aged and the sick, out into the night. The weather was extremely cold, and many people, thus deprived of shelter, food and sufficient clothing, died of exposure. The black ruins of Newark and the graves of the hapless victims naturally aroused the spirit of vengeance within a week or two British soldiers were engaged in plundering and laying waste the whole New York frontier to Buffalo. For weeks the soldiers on both sides indulged the spirit of retaliation and revenge, and the rules of "civilized" warfare were suspended.

### FIRST THINGS

#### THE POSTAL SERVICE.

The first regular postal service between two American cities was established 241 years ago today, Dec. 10, 1672, when the government of New York inaugurated a regular monthly post to Boston. Some thirty-three years before that a post-office had been opened in Boston at the house of Richard Fairbanks, "for all letters which are brought from beyond the seas, or are to be sent thither." In 1657 the Virginia Association provided for the "rapid transmission" of official communications from plantation to plantation on penalty of one hoghead of tobacco for each default. Four years after the establishment of New York-Boston monthly mail, the colonial court of Massachusetts founded an official post-office in Boston, with John Heyward as postmaster. The first parliamentary act for the establishment of a postal system in the English-American colonies was passed in 1692, and a royal patent was granted to Thomas Heale, who was authorized to transport letters at such rates "as the planters should agree to." Heale began operations in Virginia, and the other colonies soon joined in the movement, although the system was very imperfect. The English postal system was extended to the colonies in 1710. The rate on a single letter from London to New York was one shilling, and four pence, or eight cents, was charged for each sixty miles from New York.

## IN LIGHTER VEIN

### A Legacy.

"Binks inherits his wit."  
 "Yes, he writes the same pokes his grandfather wrote."

### Six Months.

"It must be great up in the Arctic."  
 "So?"  
 "Yes. When you want a vacation you just tell your wife you've got to sit up all night with a sick friend."

### Wouldn't Match.

The young man was buying typewriter ribbons.  
 "These won't do," he said; "they're all blue or black and my typewriter is a blonde."

### Not the Biting End.

Little Robbie was pulling the dog's tail when his aunt said: "You mustn't do that, Robbie; he will bite you."  
 "Oh, no," said Robbie; "dogs don't bite at this end."

### Low Comedy.

"Hi!" said the villain. "I am in a plot!"  
 "You have killed somebody, eh?" asked his accomplice.  
 "No, it isn't that. My mother-in-law has died and left me some city lots."

### Onto Himself.

Bix—Wonder why Rodgers doesn't marry?  
 Dix—I guess he realizes he'd be a fool to marry a woman who'd be fool enough to marry him.

### Don't Consider Him.

"What did you tell that young man in back of you when he asked you to remove your hat?"  
 "Oh, I told him that if I held it in my lap I couldn't see the moving pictures myself."

### No Answer Required.

"Did you tell your sister I was here?"  
 "Yes."  
 "And what did she say?"  
 "She didn't say anything. She went out."

### Getting Suspicious.

"My father talked me into taking a course in domestic science."  
 "And how do you find domestic science?"  
 "Well, it looks like ordinary kitchen work to me. If my suspicions are confirmed I shall drop the course and have my father buy me a fifty-dollar hat."

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### Similar Sensations.

"Do you still feel like a czar?" asked the person with sneers.  
 "Yes," replied the deposed boss. "I understand that a czar is always more or less afraid to take a ride because of the chance that people will throw things at him."

### What's the Use.

Henry Miller, the well-known actor, delights in telling negro stories, particularly those illustrating the curious logic sometimes indulged in by colored people. He was telling recently of a new colored maid employed by Mrs. Ellsworth, a friend of his. "One morning," said Mr. Miller, "as the maid came downstairs, her mistress said: 'Emma, did you knock at Miss Flora's door when I sent you up with the breakfast?'"  
 "No, ma'am," replied the maid, with preternatural gravity. "What was de use ob a knockin' at her do' wen I knowed fo' sure she was in dar?"

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Special to The New- castle, De- of Hotel Miram sent to jail for option of a fine. Maitby for a liquor. Robinson al times before.

The hotel was Police Marshall seized a gambler thew Daley of the ed with keepin to appear before on the nineteen

This evening in his resignation Scott Act Inspector mitted held a m and recommended that the resign temporary man a new officer a

Dickson has been about three years Chatham. The had considerable him lately over the Scott Act.

## FIVE MINUT IF ST

"Pape's I quickest, gestion

You don't want your stomach is one—or a harm is too valuable; with drastic dr

Pape's Diaphe sped in giving ness; its certai regulating sick, its millions of dyseppeia, gastr trouble has mad over.

Keep this per your home—keep fifty-cent case fr then if anyone

what they eat, and sour and fo ache, dizziness tions of acid

remember as soon comes in contact such distress v

ness, certainly a the worst stomac ation to these

You might as latest improve about it. See before you purch typewriter purc or, A. A. Little street, St. John.

Circ The case of W. M. D. and Selms vs. the Motor C

J.M. was confid McKown and court yesterday.

ton William J. half of the plain the manager of

pany, gave evide at six o'clock at this morning.

D. Mullin, K plaintiff and M John A. Sinclair

## Dreaming When

Bring Back Thon en Days By U

peppa's Tab

One of the sad ach sufferer an could eat the

He recalls this many special di the same thin ed by distress

Just a single Tablet eaten lik will assist in qu digesting such the faulty diges mal and man

"And Now I Mus

Then the occa Dyspepsia Toler cause a more enj feeling after im

The entire se peppa Tablets gestion standpoi they are compo which the systo

Don't delay, and obtain a box fifty cents.