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ST. JOHN, N. B., WEDNESDAY, JULY 15, 1914.

Pay your Taxes on or before July 15 and save 5 per cent, discount, immediately after the fifteenth of July executions will be issued for all unpaid taxes.

SAFETY AT SEA.

The most significant portion of the report of the Royal Commission which investigated the circumstances attending the collision of the Empress of Ireland and the coal steamer Storstad is that which sets forth the recommendations of the commission, made with a view to guarding, as far as it is in the province of man, against the repetition of such an accident in future. These recommendations are as follows:

(1) That all watertight doors and portholes below the top of the watertight bulkheads be closed when in a fog.

(2) That the placing of rafts, secure and yet easily loosened, on the deck be considered.

(3) That the system of picking up and dropping pilots on the St. Lawrence be changed so that incoming and outgoing ships will not have to cross each other.

The accident to the Titanic resulted in the raising of the standard of safety at sea by several degrees and if the sugestions of the Mersey Commission are carried out it may be expected that further safeguards will be incepted. Nothing should be neglected which will tend in the direction of lessening the perils attendant upon marine travel.

At this time it is interesting to note that Senator La Follette, a member of the United States Senate and more than once a presidential possibility, has just introduced a bill dealing with the promotion of safety at sea and the employment of seamen. It is natural that the senator should draw to himself the opposition and criticism of shipping interests but his bill appears to be reasonable.

It has a clause entitling seamen to receive half the wages due to them within 48 hours after arrival at any American port and also abolishing arrest for desertion, a clause prohibiting allotment of wages on pain of refusal of clearance papers, a clause providing that eventually 75 per cent. of the crews of vessels calling at any American port shall understand any order given, a clause that sixty-five per cent. of the deck hands eventually shall be rated under an arbitrary rule as able seamen, and a clause providing that on every ship there must be lifeboat facilities for passengers and crew.

It is quite natural to believe that ship owners should find fault with the sections of the bill dealing with desertion but it is not apparent that they have the right to object to the provisions that deck hands should be able seamen. In an accident a crew untrained in seamenship is worse than useless. They are just so many passengers. In recent ocean disasters much stress was laid upon the fact that the vessels carried crews of from three to five hundred men. It was evidently the intention to show by figures that the ships were not under manned but no information was given as to the proportion of the members of the crew who were rated as able bodied seamen. Not more than fifteen or twenty per cent. of these men were deck hands. A powerful ship like the Lusitania, certified to carry 2,955 persons, including 832 of a crew, had only 66 deck hands. The carrying of a few extra able-bodied seamen would entail but little additional expense each trip across the Atlantic, and it might possibly result in saving thousands of lives.

With the memory of the Titanic and the Empress of Ireland fresh in mind the people are not likely to be greatyl influenced by the protests of stockholders in shipping concerns, as against anything that tends to lessen the peril of the sea.

THE TIMES' POSITION.

The Times now avers that it was "informed" that the "salary of Mr. W. H. Berry for May, was paid on instructions from Premier Flemming." At first that newspaper blatantly, and with display of borders, etc., used first page space to declare that it had "very excellent authority" for its statement to the same effect. Faced by The Standard with a direct denial of the story, and challenged to produce its "very excellent authority," the Times squirmed a little and then fell back upon the old game of evasion. Latterly it appears to have discarded the "very excellent authority" and contents itself with stating that it was "informed." Very good, we are prepared to meet the Times on that basis. We are willing to admit, and events have proven our ground correct, that the Times' Authority was not "very excellent," but was merely ordinary. Possibly Mr. "Dark Lantern Brigade" Carvell or his man "Friday" Carter. At any rate the Times' statement was utterly untrue and was promptly denied by people in a position to speak with authority.

If the Times desires to follow the matter further we are prepared to produce our authority if the Times will do likewise, but we certainly must refuse to accept a series of obvious evasions as a satisfactory reply to the request that the Times should take its readers into its confidence to the extent of producing its "authority," even if it should not be found to be "very excellent." The Times cannot hope to continue to dodge the question. It gave publicity to a statement which was untrue in every detail. In the interests of simple truth The Standard challenged the Times' authority and the only reply that newspaper makes is to say that no matter how much we persist in our declarations that the Times did not tell the truth it will continue to keep its "very excellent authority" secret. This attitude is significant. If the Times had the slightest shadow of foundation for the remark that Mr. Flemming had interfered to have Mr. Berry's salary for May paid to him how speedily would it proclaim its "very excellent authority" in its largest type and its most flashy "borders." Continued cheap evasion of the question merely serves to convince the public that the Times was indulging in another entirely unwarranted attack upon Mr. Flemming. But this time the falsehood was promptly nailed. Hence the uneasiness of the Pugsley newspaper.

THE CITY'S DEBT.

There is much to commend the suggestion made in a city newspaper that a suitable monument should mark the grave of Frank E. O'Leary, the policeman who died a martyr to his duty, but it is sincerely to be hoped that the city authorities will not follow it, if its adoption means that there is to be no other tangible recognition of the dead officer's heroism. If a grateful people desired to record their appreciation of the record and service of a public man who died so well provided with this world's goods that there would be no question of the comfort of those surviving, there could be no better method than the erection of a monument or other suitable memorial. Policeman Frank O'Leary, however, leaves behind a mother to whose support he was the principal contributor and it is to her that the city owes its first debt. That mother should not be called upon to suffer inconvenience because her son died in the performance of his duty.

The Royal Commission enquiring into the Dugal charges will resume its sessions here this morning and again it is in order to suggest that Mr Carvell's political speches and grand stand tendencies should be curbed. It is right and proper to bring out all the evidence, but let it be brought out properly and with due regard to the dignity of the court. Those gentlemen in their desire to be absolutely fair have already allowed Mr. Carvell much latitude. There can be no reason why he should not be held to the facts of the matter under hearing.

Although the St. Lawrence route was absolved from all blame for the accident in which the Empress of Britain was sent to the bottom, the Department of Marine and Fisheries, over which Hon. J. D. Hazen presides, is working actively to make additional improvements to that great water way. The channel will be deepened and a second channel provided by which vessels of smaller size will be enabled to keep out of the way of the great liners plying between Montreal and the sea.

On Monday night the office of the Fredericton Gleaner was visited by a fire which did damage estimated in the vicinity of $15,000. Notwithstanding this fact the Gleaner appeared on time yesterday afternoon with a twelve page newspaper. The proprietor of our Fredericton contemporary is to be congratulated upon the activity and ability with which he overcame what was a very serious difficulty. The incident also shows the possibilities of the modern newspaper plant.

The Sault, Ontario, Express, a Liberal newspaper, is now calling upon Mr. N. W. Rowell to resign as Liberal leader and asking for a complete reorganization of the party. Can it be possible that the Telegraph's "tide of victory" has already dried up?

In a statement to his constituents in Prescott, Ontario, Mr. Evanturel claims he was elected as a "straight Liberal." There is no disposition to doubt that he is a "Liberal" but it has been said that he is not "straight."

Diary of Events

HISTORIC DAYS IN CANADA

Trinity College, in Toronto, received its royal charter sixty-two years ago today. The famous Anglican educational institution is one of many monuments to the energy of Dr. John Strachan, bishop, theologian and polemist, who was practically the pioneer of higher education in the Upper Province. His school at Cornwell turned out many of the greatest Canadians of the early days. On his conception of education was based King's College, later the University of Toronto; Upper Canada College, and Trinity, which was his favorite institution, as representing the educational center of his cherished church. By the provisions of the royal charter of July 15, 1852, the government of Trinity was vested in a corporation, composed of the bishops of the five dioceses of the Province, Toronto, Ontario, Huron, Algoma and Niagara; the trustees, three in number, and the council, consisting of the chancellor, the provost and the professors. In the early days of higher education in Upper Canada Toronto was the great educational center. Besides Trinity College, there were King's College, a sectarian institution which was alter secularized as the University of Toronto; Knox College, a Presbyterian institution founded in 1843; McMaster University, a Baptist college, and Victoria University, formed by a federation of Albert College at Belleville and Victoria College of Cobourg, under Methodist control. Bishop Strachan, who began his Canadian carer as master of Cornwell Grammar school, secured from George IV. the charter for King's College at Toronto, or York, as it was then called. The college had its divinity faculty and its daily religious services according to the use of the Church of England, and this aroused much excited opposition. In the early 50's the divinity faculty and professorship were abolished, and it was to meet his ideal of sectarian education that Dr. Strachan then founded Trinity College.

THE PASSING DAY.

ST. SWITHIN'S DAY.

St. Swithin's Day, if thou dost rain,
For forty days it will remain;
St. Swithin's Day, if thou be fair,
For forty days 'twill rain nae mair.

So remarked our ancestors every fifteenth of July, which is the festival of St. Swithin, confessor, bishop and patron of Winchester, England, who lived in the ninth century. As usual, our ancestors were wrong, but superstition has more lives than a cat. Our credulous forefathers might easily have disproved the St. Swithin legend, but they were fond of "signs," and denounced as heretics and infidels all persons who sought to destroy their pet illusions.

It has remained for the sapient and iconoclastic scientists of the present generation to "show up" St Swithin as the imposter he is. Meterological records prove conclusively that there is more truth than poetry in the ancient verse about St. Swithin and the weather—and absolutely no truth! On the contrary, statistics show that in both America and England a wet St. Swithin's day is more likely to be followed by a drought than a deluge.

It is only giving St. Swithin a square deal, however, to say that he never posed as a prognosticator of the weather, and that this reputation was assigned to him after he was in dead, and couldn't help himself.

According to the tradition which accounts for Bishop Swithin's vogue as a prophet the saint asked that he be buried in the common graveyard, instead of in the church. This request was complied with, but about a century later the clergy decided that the last resting place chosen by Swithin was not in keeping with the dignity attaching to the house of a bishop. When they prepared to dig up all that was mortal of Swithin, the clouds poured forth a veritable deluge, and the rainfall continued, without intermission for forty days. After that the priests decided that it wasn't safe to disregard Swithin's preferences, and they built a chapel above his grave, where—It is hardly necesary to add—many miracles were performed!

This legend is very interesting, and it is an excellent example of the inventive genius of a newspaper writer of the eighteenth century!. He was a trifle careless as to the facts, however, for the removal of Swithin's bones was accomplished with much ceremony and without any interference from the elements. Probably it was very warm and dry, and, in any event, the weather during the ceremonial and feast which marked the translation was described as "most propitious."

Swithin was never canonized by the Pope, so he is not a regular saint in good standing, but only what is called in England a "home-made saint."

Many other saints have been popularly associated with the weather. In Scotland and generally throughout Europe it was believed that rain on the festival of the Translation of St. Martin, July 4th, betokened wet weather for twenty days thereafter. In France St. Medard was the "weather saint," probably because of the legend that on one occasion when the saint was caught in a heavy rain an eagle hovered over him and served the purpose of an umbrella. St. Gervais, St. Protais and St. Godelieve have their devoted following. Candlemas Day, the second of February, is also alleged to be a prophetic period, but the groundhog, and not a saint, gets the credit.

FIRST THINGS

WESTERN CANADA.

The first Canadian Province to be carved out of the vast territory formerly held by the Hudson's Bay Company was Manitoba, which was duly constituted a Province of the Dominion by royal and parliamentary enactment forty-four years ago today, July 15, 1870. The Hudson's Bay Company reigned supreme in the American Northyest from its organization in 1670 until Lord Selkirk planted a colony, called the Red River settlement, near Winnipek in 1812. In 1869 Canada purchased the territory from the Hudson's Bay Company, but an insurrection of Indians and half-breeds led by Louis Riel had to be suppressed before the Dominion government could take possession. In 1871 British Columbia joined the Dominion, and the country between the two western Provinces was organized into the Northwest Territories. Out of the latter were carved, in 1905, the Provinces of Saskatchewan and Alberta. Until comparatively recent times Western Canada was believed to be unfit for farming purposes, and the so-called "fertile belt" was restricted to the vicinity of Winnipeg.

Little Benny's Note Book

BY LEE PAPE.

Yestidday was my sistir Gladdies berthday, and ma gave me 20 cents to get her a berthday prezent, wich I went and did. Reddy Merfy and Sid Hunt going with me to help me sileckt it, and aftir we had loked in a lot of stoar windos we sawr sumthing we awl liked and I went in and bawt it and went hoam and put it awn the parler tabil and went upstares to Gladdises room, saying, Congradualyshins, Gladdis, I got a berthday prezent for you.

Wy, Benny, how thawtfill of you, sed Gladdis, ware is it.

Down awn the parler tabil, I sed.

Then ill haff to go rite down and look at it, sed Gladdis. And she startid to go down stares, me folloing her, saying, I dont no weather youll like it or not.

Im sure to like it if you sillecktid it, sed Gladdis. And she kepp awn going down stares and I kepp awn folloing her, and she went in the parler and thare was the packidge still awn the tabil.

Wat a kwerr shape, sed Gladdis, Im jest dying to no wats in it. And she picked it up, and I sed G, you bettir not open it.

Wy not, for goodniss sakes, izent it mine, sed Gladdis.

Yes, but may be you wont like it, I sed.

It wont be yure fawlt if I dont, sed Gladdis. And she startid to take the string awf, and I sed, Reddy Merfy and Sid Hunt helped me to pick it out.

Did they, sed Gladdis, it was verry nise of them to take so mutch trubbil, O for mersey sakes, wat is it. And she held it up looking at it, and I sed, Dont you no wat that is, Reddy Merfy and Sid Hunt helped me to pick it out, dont you no wat it is.

No, I dont bleeve I do, sed Gladdis, its not sum kind of a trap, is it.

No, I sed, its a ketchirs mask.

A wat, sed Gladdis, and I sed, A ketchirs mask, a ketchir awn a base ball teem. And jest then I dodged awn akkount of Gladdis having throo it at me, and today the Invinsibels, beeing our teem, uzed it to play agents the Park Wondirs, the Invinsibels not having eny ketchirs mask, wich may of bin wun reezin wy Reddy Merfy and Sid Hunt thawt it wood make a good prezent.

HON. MR. FOSTER BACK TO OTTAWA THIS WEEK

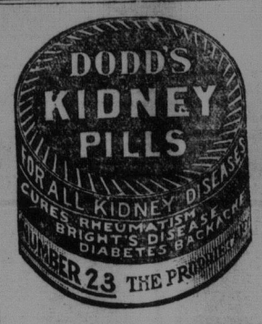
Ottawa, July 14.—Sir Geo. Foster, Minister of Trade and Commerce, will return to the capital this week from Dalhousie, N. B., where he has been holidaying for the past three weeks. Sir George will spend a few days in Ottawa, cleaning up arrears of his department, and will then leave for Halifax to meet the Dominion Trade Commission. He will spend the next two months accompanying the commission on its tour of Canada and Newfoundland.

SIR EDWARD FRENCH VISITING CANADA

Toronto, July 14—Sir Edward French, inspector general in the Indian police, was a visitor to the city today on a trip to the west. In 1911 he had charge of the protection of the king and queen on their visit to India for the durbar. He is looking into Canadian police methods.

TERMINAL FOR NEW BARGE CANAL

Albany, N. Y., July 14—Tohawanda Creek will be the western terminal of the new barge canal. State Engineer Benzel recommended this site to the canal board today, and a resolution selecting it was adopted. By this route the canal will have direct connection with the Niagara river.



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