

The St. John Standard

Published by The Standard Limited 32 Prince William Street, St. John, N. B., Canada. H. V. MACKINNON, Manager and Editor.

ST. JOHN, N. B., TUESDAY, APRIL 1, 1919.

NOTICE

Effective immediately, The Standard office will operate on Daylight time. The business office opens at eight o'clock (Standard time) and closes at five o'clock. Advertisers will please govern themselves accordingly.

THE PURITY LEAGUE.

The Legislature this week will, no doubt, experience a reaction. The stirring events of last week, the bitter partisan attitude adopted by some of the members, their hypocritical condemnation of the actions of others, and the personal animosity which has been engendered have left the members of the Government in a rather woe-begone condition. They are the ones who feel ashamed of the course they adopted, knowing as they well do that their action with respect to certain members of the Opposition was not only unjustifiable, but that, as apostles of political purity, they stand in a rather poor light.

For example, there is our old friend, John Burchill, who, after voting for Premier Foster's resolution, stayed awake all night tossing on his bed as a result of an uneasy conscience. Mr. Burchill is the gentleman who handed out a generous contribution to what is remembered as the Flemming Fund, and who, under oath, testified at the subsequent inquiry that he considered the contribution to be good business. Mr. Burchill does not find in the McQueen inquiry any evidence to indicate that those four Conservative members, against whom he has just voted, contributed to such a fund, nor that they invested money for campaign purposes in the hope that it would bring them greater profits, as was Mr. Burchill's personal desire in his own particular case.

And there is John Robichaud, of Gloucester, who voted to condemn four political opponents, while at the same time there faced him on the table of the Legislature the Shipwreck Road Report. And in that road report, according to evidence taken by Peter Veniot and whitewashed by the same Mr. Robichaud, one member of Mr. Robichaud's family figured under three different names on the pay list, drawing money on these three accounts. It is not on record that Mr. Robichaud, who is so spotlessly clean politically when it comes to his opponents, has displayed such overwhelming anxiety for purity in respect to his own family.

Among those who supported the Foster resolution there was also numbered the genial Clifford Robinson, of Moncton, who toys with politics, doesn't like the game and wishes he were home attending to his own affairs. Mr. Robinson, however, was prepared to censure the "Big Four," but the Standard has no doubt that, while recording his vote, nervous chills were chasing themselves up and down his back through fear that some day in the not distant future the Beersville Railway Deal may be exposed to the public gaze, resulting in another relation of censure or worse, directed towards members of the Government.

And these three—without continuing the list—just now—along with others of their party, held up to public view The Telegraph and The Times as exponents of political purity, for getting that in the Flemming affair John E. Moore, of St. John, who is one of the two owners of these newspapers, personally collected a considerable portion of the campaign funds against which they now so readily declaim.

PETER'S POLICY.

There is not an inch of permanent roadway in New Brunswick, apart of course from the city streets, with which streets the Provincial Government has nothing to do. There have been constructed in different localities short stretches of roadway of a more durable character than is provided by the ordinary ditching and rolling process. But to describe such roads as permanent work is absurd. Similar construction has been carried on for many years, and here and there throughout the Province are to be found roads on which tar, cement, gravel and macadam have been used. Such roads have been built by former governments to withstand heavy traffic, but never at any time have they been regarded as permanent highways chargeable to capital account. It has remained for the Honorable Peter Veniot to discover easy methods of financing by classifying as permanent works such construction undertaken by the Veniot-Foster Government. And he has, as Minister of Public Works, expended in the past two years three quarters of a million dollars chargeable to capital for work which never in the history of the Province went into any but ordinary account. Through the works of this plan Mr. Veniot has been enabled to increase the outlay on highways by a tremendous sum each year, carrying on in an extended form the old policy of road construction, but keeping within the appropriation for ordinary road

work by charging all the surplus to capital. In this way he has added to the debt of the Province the sum of three hundred and thirty-four thousand, and sixty-six dollars in 1917, and four hundred and thirty-four thousand, eight hundred and six dollars in 1918, a total of seven hundred and sixty-eight thousand, eight hundred and seventy-two dollars in two years, which expenditure is now, of course, a part of the funded debt of the Province of New Brunswick. And for this we have nothing more to show in the way of actual permanent highways than we have had at any time within the past generation. There is no such thing as a permanent highway, but the term is very generally used to describe a very durable surface, and it is improper to charge capital account with outlays on such work unless the construction is of such a nature as to withstand all ordinary traffic for at least the term of years represented by the bond issue covering it. Such is not the case with Mr. Veniot's roads.

THE NAVAL SERVICE.

In 1914, when war broke out Canada possessed two naval vessels, the "Niobe" of 11,000 tons, carrying sixteen 6-inch guns, stationed at Halifax, and the "Rainbow," of 3,800 tons, with two 6-inch, six 4.7 inch, and four 12 pounder guns, stationed at Esquimaux. The "Rainbow" patrolled the Pacific coast as far south as Panama, and captured several ships carrying contraband. After the United States entered the war she became a depot ship on the Pacific. The "Niobe" remained in commission after the outbreak of the war, steaming 30,000 miles on patrol duty and afterwards became depot ship at Halifax. A number of smaller craft were taken over by the Naval Department from other services, and were armed for patrol duty on both coasts. Two submarines remained for some time in service on the Pacific, and in 1917, with the sloop "Shearwater," were brought, by way of the Panama Canal, to Halifax. The Naval Service early in 1917 undertook to provide six trawlers and one hundred drifters for the Imperial Government, all of which were built in Canada and all of which were in service during 1918. On the Atlantic coast the Naval Department patrolled from Belle Isle to the Bay of Fundy, and from Quebec to east of the Virgin Rocks. Only one large vessel was lost in this area by enemy attack during the period of the war. The craft actually engaged in naval service, on the Pacific, the "Rainbow," the sloop "Albatross," the auxiliary patrol "Malabar," and a number of motor launches, and on the Atlantic, the "Niobe," the "Shearwater," two submarines, a torpedo boat destroyer, nine auxiliary patrol, and forty-seven armed trawlers, fifty-eight armed drifters, eleven armed minesweepers and tugs, and a large fleet of motor launches. The personnel of the service included 749 officers and men of the Canadian Navy, and 4,374 officers and men of the Naval Volunteer Reserves. In addition to the men serving on Canadian vessels, more than 17,000 were recruited in Canada for the Imperial Navy. The Naval Department has controlled the Air Service with stations at Halifax and North Sydney, co-operating with the United States Naval Corps in patrolling the coast and escorting convoys. In the Wireless Department it operates some two hundred stations ashore and afloat, giving an unbroken chain of communication from St. John's Newfoundland, to Demerara, besides training operators for service in all parts of the world.

In mechanical operations ashore important repair and supply work has been done by Canadian dockyards. After the battle off the Falkland Islands, "H. M. S. Kent" was put in shape in Esquimaux, where also the Japanese battleship "Amats" was repaired after running ashore on the southern coast of California. Supplies for provisioning the fleets in European waters were shipped from Halifax, and an immense coaling depot was established at Sydney for patrol boats and convoys leaving the St. Lawrence. Working in co-operation with the Naval Department, the Canadian Overseas Transport has handled 11,250,000 tons of freight during the four years of the war.

DAYLIGHT TIME.

This daylight saving measure should not be permitted to continue a moment longer than is necessary. The unreasonable attitude of certain interests which have had influence enough to defeat the proposal at Ottawa, despite the adoption of daylight time by the United States, has resulted in confusion which is growing worse every day. In New Brunswick, as in other provinces, the railroads are now operating on daylight time, while only here and there scattered municipalities have decided upon the change. In St. John the travelling public and the newspapers are the first to feel the effects. Morning newspapers receive telegraphic news at the old time, but have to begin composition an hour earlier with an inferior class of matter, are compelled to bring their mailing room staffs out of bed at three o'clock in the morning instead of four o'clock, going to press at a time when

they are compelled to omit what is usually the best news of the night. If there were any good reason why the change to daylight time is objectionable to any class of people whatsoever, there would be some excuse for the opposition offered to it. This opposition comes as a rule from rural communities in which, as is perfectly well known, the people since days immemorial have taken their time from the sun and have practically ignored the existence of clocks or watches.

What we need in St. John at this present minute is not a plebiscite which will necessitate delay of several weeks in making the change, but initiative on the part of leading merchants who will announce—and follow their place of business will hereafter run on daylight time. Such an example will be very generally followed, for a number of the leading business houses in the centre of the city have already intimated their willingness to adopt this policy. Whatever line may be followed it is in the best interests of the city that some definite stand should be taken immediately, and that the existing complications be overcome without delay.

WHAT THEY SAY

The Question of the Future.
Boston Globe: America cannot dodge the issue which Japan is raising now and which China and India are sure to complicate in a few decades. The real choice open to the world is whether to face the situation separately or together. Most each nation struggle alone toward a solution, or shall they reason together and meet the race question within a League of Nations?

As Good As They Deserve.
Kansas City Star: It is fairly certain just now to refer to the "old, bad order" in Europe—that is to say the governments. The peoples are supposed to be much more enlightened, much more liberal than their governments. Unhappily that is one of the illusions of enthusiasm. In the long run the government is a pretty fair representation of the mass of the people. If it were not the people would change it.

Aviation for Canada.

Toronto Star: We have a larger percentage of expert aviators in our population than any other country whatever. As matters stand, they must quit flying, or they must quit Canada and accept service in other countries. We have thousands of expert air mechanics, most of whom are expected to get over to the war, but were never sent. They worked for small military pay while others got fancy wages on munitions. Thousands of skilled workers in the making of aeroplanes, and they must drop out, forget it, and go back to expert employment—or they must follow the aeroplane industry to Europe, or to the United States, or to the United Kingdom, or to Canada, having done so much in connection with flying Canada ought to be aware of it, and turn to some permanent account the running staff we have secured in this new enterprise, instead of letting the whole thing fold itself up and depart.

"Am I My Brother's Keeper?"
Chicago Evening Post: Every few days in Chicago some poor down-and-out enters a bedroom in a wretched tenement house and turns on the gas. The newspapers give him five or six lines; their readers give them five or six seconds, and then turn to the next item. Let us suppose that some of our society will be as much ashamed of a suicide as it would be today of a pest-house alongside a school. That day is all too distant, but the more and the sooner we think about it the nearer it will come.

A BIT OF VERSE

Bringing Up The Ratlines.
(Stewart M. Emery, in New York Herald.)

Pair of lines between the fingers, pair of lines on the ends,
Black, can hardly see to guide 'em, as they skid around the bends,
Creak of axles in the darkness, rattles of the ratline train,
An' we're off to feed the trenches, out to buck our luck again.
Long the hill across the river, down into Devil's Den,
BLAM! Whooee—boom!—BOOM!—Jerr's opened up!
Buddy, have they got our number? God! how close that last one bowed!
Damn the shells an' hold the old mules to whatever's left o' road!

Ain't no sandbagged trench in transport for a man to step inside,
Ain't no chance o' lyn' flattened so's the stuff'll scatter wide,
Got to sit an' take our med'cine, feelin' bigger than a mouse,
An' the powder still goes forward, crawlin' like a lazy louse,
Splashed with dirt an' stonies an' splinters while the H. E. smacks an' tears,
All we got to use for cover are our helmets an' our prayers,
POW! Almighty, that was narrow! Took away the iron hat,
Back and knocked clean off the wagon, but we're gettin' used to that.

Oh, they cursed us when we loaded an' they'll curse us when we dump,
But between we'll do the cursin' at each smashin', crashin' crump,
They're not so sure o' killin', give the road a wicked mass,
Fill the air with flyin' G. I's, but by God, they don't stop us!
BLAM! A wagon gone to smithereens PLUNK! Another out o' sight,
Beady, snail's, an' pull together, teamwork, ain't no sweet pea picnic ridin' on the skinner's seat,
Shells an' an' an' an' an' an' mustards Hell! the boys have got to eat!

Little Benny's Note Book

BY LEE PAPE.

Me and my cousin Artie was up in my setting room smoking some old mairies stuff in our clay bubble pipes, talking kind of funny but smelling much worse, and all of a sudden pop came in without hardly giving me and Artie time to quick stick our pipes in our pockets, pop smelling out loud with his nose and saying, "Pew, I think the interior quality of gas that's being supplied to us is a skanidi and shame, you can 'positively smell it all over the house weather its being used, or not. And he tried all the gas things to see if any was turned on, and then he went around going, "Pew, pew, and opening all the windows, saying, "Do you mean to say you boys don't smell that?"
"Yes, sir, I smell it, pop, I do, and Artie do, so do I, Uncle Will. Which we both did, us being the nearest to it of anybody, and I said, "Well, gosh, pop, I don't think it smells so fearful, I've smelled fearer smells than that was that is."
That ain't anything alongside of some I've smelled, said Artie.
"Well, then, I pity both of you from the bottom of my heart, and pop, meaning we must of smelled some awful smells. And jest then ma came in saying, "Willum, for mercy sakes what have you bin smoking?"
"You matter ma, hals gas, and pop."
"Gas nothing, said ma, if you haven't bin smoking these boys must of bin, after all they've bin told, too, Willum, they must be punished. It was my old mairies inside, ma, I said. And me and Artie showed her the bubble pipes and pop said, "Frydoh, who has bin smoking anything that smells like that has bin punished enuff, pew, and he took the pipes and threw them out in the alley, and we could hear them breaking all up, being a much worse of a punishment than the smell.

A BIT OF FUN

Danger of Explosion.
"Was Maud's make-up as obvious as usual at the party last night?"
"Was it, Mersey? Whenever her face lit up I was afraid it was set off the powder."—Boston Transcript.

Worse Men Than He.
"I may be an Anarchist," he said, "but—"
"But what?" cried a man in the audience.
"I'm not a Bolshevikki anyhow."

The Scholarly Cut.
"You did not speak to him?"
"I replied the scholarly girl.
"When I passed him I gave him the geological survey!"
"The geological survey?"
"Yes. What is commonly known as the stony stare."—Lafayette Burr.

Departed Glories.
"There goes Mrs. Heman, away—I am sorry for the poor dear!"
"Why—wot's 'er trouble?"
"Avant you eard? Since she got the sack from the registrar's office, she's crawled to the poorhouse to pawn 'er pearls."—Passing Show.

Kitchen in Mourning.
"Here, waiter! Is this steak is positively burnt black?"
"Yes, sir, Mark of respect, sir. Our head cook died yesterday!"

May Be Mistaken.
Weary and sad, the young man, who was prematurely grey, crawled to the registrar's office. "Are you quite sure," he asked, "that that was a marriage license you gave me three months ago?"
"Quite—quite—of course," said the registrar. "Why do you ask?"
"Because I've had a dog's life ever since."—Answers.

Not in the Manual.
Farmer (to one of his laborers, recently demobilized): Well, how do you prefer, being a farmer or a soldier?
Pat—In one way, sir, I'd rather be a soldier.
Farmer—And how's that?
Pat—Well, you see, you'd be a long time workin' for a farmer before he'd tell you to stand at ease.

WELSFORD

Welsford, March 29.—Miss Margaret Quigg is spending a few months in Yarmouth, N. S.
Miss Anna Crocker of Holiestown, has been spending a few weeks here, the guest of Mrs. Wm. Howe and Mrs. Harry Polley.
Word has been received by Rev. A. E. and Mrs. Chapman that their son, Ray, who was so severely wounded last summer, is so far recovered that he has been able to spend a short furlough in London, Eng.

The communities of Welsford and Armstrong's Corner were greatly shocked to hear of the death of Oscar Lyons at Brownville Junction, Me. This young man, who formerly belonged to Armstrong's Corner, was station agent at Brownville. Upon leaving the train he attempted to board a freight train, but missed it in some way and rolled beneath the train and

CUTICURA HEALS RASH ON CHILD

On Body and Face, Red and Itchy. Cried For Hours. Lasted a Year.

"A rash started all over my little girl's body, and also had some on her face. It started in a pimple that was full of water, and she was so red and itchy. She cried for hours. This trouble lasted a year."

"Then I started with a free sample of Cuticura Soap and Ointment. I bought more, and I used four cakes of Soap and three boxes of Ointment which healed her." (Signed) Mrs. Dora Langley, 1032 Grande St., Verdun, Que., August 11, 1918.

The Cuticura Toilet Trio Consisting of Soap, Ointment and Talcum, is the best of the daily toilet in maintaining skin purity and skin health. It works gently, yet by itself. All we got to use for cover are our helmets an' our prayers, POW! Almighty, that was narrow! Took away the iron hat, Back and knocked clean off the wagon, but we're gettin' used to that.

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RECORD WAS MADE IN DEMOBILIZATION

Total of 2,897 Soldiers Welcomed, Paid and Placed on Through Trains in Hours and Fifteen Minutes Yesterday.

To receive, welcome, pay, and place on through trains, a total of 2,897 soldiers in four hours and fifteen minutes, marks a new record in demobilization—that record was established at Sand Point yesterday morning.

Six days and twenty-three hours after yesterday morning, when the first troops to leave the battle zone of Britain entered the harbor Sunday night, docked at Berth 6, and everything in readiness for demobilization yesterday morning, which was the stroke of eight o'clock.

There were 112 officers in the salute, 177 in the second-class accommodations and 2,704 in the third class compartments. The were paid on board and discharged according to their dispersal areas. The first troops to leave the battle zone of Britain entered the harbor Sunday night, docked at Berth 6, and everything in readiness for demobilization yesterday morning, which was the stroke of eight o'clock.

And though this marks a new record, it was done without "hustle" the soldiers. Everything went smoothly as a mill stream, every did his right work at the right time, there were no mistakes. The men were welcomed by representatives of the Citizens' Reception Committee, the K. of C., the Y.M.C.A. and the Salvation Army. They were given apples, oranges, bananas, gum, matches, cigarettes, magazines, books, and many of them that had been sent to the front by the railway coach he looked for the world like a travelling department store.

In addition the Salvation Army sent men a bag containing a new chewing gum, peanuts, apples, biscuits and a magazine to help along their journey home.

The Y.M.C.A. sent away with a train a tremendous load of books, magazines, song sheets, harmonicas, games, writing material, other comforts for the trip. The representatives for the various troops are:

Toronto—E. Murray and D. Noble.
Montreal—A. Dean.
Kingston—E. C. Powers.
London—J. J. Irvine.
Halifax—H. M. St. John.
Vancouver—C. Henderson.

Taken from every point, this one of the best homeward trips of Canadian troops and forever closes the chapter of St. John as a receiving port.

Major Charles Shergold, "Top" the officer commanding the troops, a remarkable record. In addition his 31 years' military experience has the unique distinction of having probably the first Canadian to be the fray. He was in London at time war was declared and ten later, August 14th, arrived in France. He was the first Canadian to be the fray. He was in London at time war was declared and ten later, August 14th, arrived in France. He was the first Canadian to be the fray.

Among the St. John boys who yesterday were Gunner Joseph Clarke, of the Second Division, 4th Battalion, 1915, and the Victoria Cross recipient number 7—probably the lowest of any possessed by a British soldier.

Some of the Originals.
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