

## The St. John Standard

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ST. JOHN, N. B., THURSDAY, SEPTEMBER 23, 1915.

"We are fighting for a worthy purpose, and we shall not lay down our arms until that purpose has been fully achieved"—H. M. The King.  
TO THE PEOPLE OF THE EMPIRE—Every fighting unit we can send to the front means one step nearer peace.

### THE BRIDGE AND CAR SERVICE

Unfair and untruthful as ever the Telegraph, yesterday morning, attacked Hon. J. B. M. Baxter and the other representatives of St. John city and St. John county in the New Brunswick legislature, as responsible for the fact that the street cars are not already running over the new bridge at the Reversing Falls. It is only necessary to refer to some of the statements in the Telegraph article and compare them with the actual facts of the case to show the extent to which the Canterbury street organ of the provincial opposition is prepared to go in its efforts to prejudice Hon. Mr. Baxter and his associates.

The Telegraph says, "Work on the approaches to the new bridge was begun in May, 1913, nearly two and a half years ago. The structure was supposed to be completed by November 1 of last year. Today, with the winter months near, it is not yet known when the street cars will be crossing." This statement conveys an absolutely incorrect impression. By it the Telegraph seeks to show that although street railway connection over the new bridge is a matter of moment to all the people Attorney General Baxter and other representatives of this city and county have remained supinely indifferent.

The Globe last evening effectively replied to this portion of the Telegraph's argument when it presented evidence to show that Hon. Mr. Baxter has been assiduously working in the interests of the people to have the crossing made at the earliest possible time. And while not germane to the matter under discussion, it may be interesting to recall that the Globe was a stalwart supporter of the Liberal party when the Telegraph, under its present editor, was vigorously assailing that party and all its works and with a viciousness which can well be compared to its present attitude, intimating that if certain gentlemen in that party received the proper reward for their maladministration of public funds, overdrafts, and similar activities their sphere of liberty would be considerably restricted.

As a matter of fact, since August 25th the Attorney-General has been busy arranging for the passage of the cars across the bridge. It is a fact and the Telegraph knows it that before the street car lines can cross the C. P. R. lines it is necessary to secure the consent of the Railway Commission to the installation of a diamond crossing and the plan for such crossing must be approved. Usually such processes require time but in the present case the matter has been more expeditiously arranged than usual, largely through the influence of Mr. Baxter. Yesterday Mr. F. R. Taylor of the railway company was notified that the approval of the plan for the diamond crossing had been secured and he is authority for the statement that the order for it will be placed with the company which can guarantee delivery in the shortest time.

But before the diamond crossing is placed it will be possible for the cars to run from Lancaster to the eastern end of the bridge, and when this is done the distance to be traversed on foot by passengers will be little more than 100 feet. Surely this does not occasion such hardship as to call for a column of editorial fire from the Telegraph's sage.

Regarding the crossing of the bridge by the cars it was found in August that the approach to the bridge from the Lancaster side presented conditions which railway authorities considered to be dangerous. On August 25th Hon. Mr. Baxter wrote to Mr. H. M. Hopper of the railway company, embodying in his letter a suggestion by Councillor O'Brien of Lancaster to the effect that the cars "might run from the west side, to a point at or near the eastern end of the bridge and the passengers could then transfer to the Douglas Avenue cars without having to walk so great a distance as is necessary at present."

"Until you get the crossing plans approved by the Railway Commission and installed, IT SEEMS TO ME THIS WOULD BE A VERY GREAT PUBLIC BENEFIT, and should not cause you any great inconvenience." In the same letter Mr. Baxter referred to the

possibility that the cables at the northwestern corner of the old bridge might interfere with the plan, but that they would be removed within a very short time and, in the meantime, a one track line might be used.

The subsequent activities of the Attorney-General in this regard were chronicled by the Globe last evening which said that Mr. Baxter "at the request of Mr. Hopper and Mr. Taylor met them on the spot in company with engineers and reached the agreement that led to the levelling of the Carlton anchorage to provide a right of way. This was followed by an order of the company to the United States Steel Products Company for the necessary rails which are to be shipped Sept. 23, and will, it is expected, be here in time to have that portion of the service in running order by October 8, the date the company recently promised."

With the arrangements for the approach made it was possible to get the grade and curve, and no time was lost in doing so. In the meantime, the demolition of the old bridge was proceeding with, the last cable being cut yesterday. Today, men will commence stringing the trolley wires over the new bridge, so that before the rails arrive from the United States Steel Products Company, that much of the work will be done. The rails, properly bent to curve, will be shipped today, and it is fully expected that by the first week in October the work of laying them will be underway. As that should not be a lengthy undertaking, it is quite likely that the cars will be running across the bridge by October 8th, the date promised by the company.

So much for the crossing of the bridge. As to the connection on the east side, Mr. Baxter, on September 4th, received from Mr. Hopper a request for the consent of the Provincial Government and the city for "the placing of the details and rails on the approach to the bridge." This consent was at once obtained, and the necessary plans forwarded to the Railway Commission at Ottawa. The commission met on Tuesday and agreed to give permission for the installation of the diamond crossing. The crossing could not be ordered until the plans for it were approved, but bids have been received from several companies and the order will be placed at once with the company which can guarantee the speediest delivery.

Concerning the construction of the bridge itself, which, the Telegraph claims, was delayed beyond all reason, there was not more than the usual delay to which any large contract or undertaking is subject, and for such the Government cannot be blamed. It is true that the contractor for the substructure did not go on as rapidly as expected, but the steel work was well carried through and the bridge completed within the time limits.

It will readily be apparent that the demolition of the old bridge and the removal of its anchorages could not be proceeded with beyond a certain stage before the new structure was completed.

Any or all of these facts could have been learned by the Telegraph, if desired, but it is safe to assume that no enquiries were made and that the writer of the editorial in yesterday's issue of that newspaper condemning Hon. Mr. Baxter and associates in St. John's representation in the provincial legislature, had absolutely no knowledge of what has been done, and approached his subject with no equipment other than a desire to make capital against the supporters of the local Government.

As a matter of fact the method followed by the Government in the construction of the splendid structure at the Reversing Falls has been in striking contrast to that of provincial administrations prior to 1908. The Government has not only built a bridge at

the Falls, but bridges at many other points in the province and this without charging three, four, five or eleven prices for them. In the case of the bridge at the Falls, the street car connection will be made as rapidly as possible. Unless unexpected delays occur the cars will be running to the eastern end of the bridge on or before the date promised by the company, and as soon as the diamond crossing can be installed the through service will be maintained. The public will then appreciate what the Government has done in providing such a bridge, and the forced criticism of the Telegraph or other newspapers, whose sole idea is to discredit the men who are working for the interests of this city and province, will be even less effective than usual.

### BATTILING WITH THE TURKS

A Bayonet Charge—A Letter From a Grantown Soldier

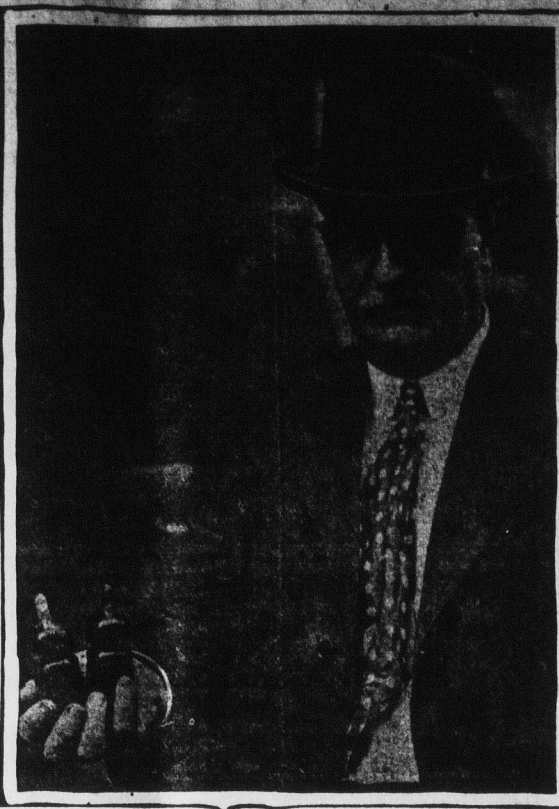
(Strathclyde Herald, Scotland.)  
Last week it was announced that Lance Corporal James Macdonald, Grantown, had been wounded in the severe fighting at the Dardanelles between 6th and 8th August. On Sunday Corporal Macdonald's friends were relieved to hear that his wound is not dangerous and that he is now in hospital at Heligopolis, Egypt. His experiences with the 2nd Battalion Australian Infantry are graphically described in a letter from which we quote the following:

Here I am, still alive and flourishing, only a bit stiff from a shrapnel wound in the left shoulder. The doctor told me I was a very fortunate fellow. The bullet went in on the side of my neck and travelled down my back. It was extracted on the spot. To give a brief account of my adventures since I last wrote. For the past three months I have been holding our position, the main force being at the Cape. When they advanced we used to make a demonstration, and worry the Turks a bit, just to keep them employed. Our position was a very strong one, but we could be shelled from all sides, so that really we were always under fire more or less. About twelve days ago a large force of the New Army was landed and stationed in the valleys behind the firing line. Then came our orders. The guns were to bombard the Turkish trenches for an hour, and we were to "hoop" over the parapet and attack them with the bayonet.

**Zeal of Battle**  
It was really marvellous how it affected the men. They were all pretty well knocked up with fatigue and hard work, yet the orders sent an electric thrill through them, and on the morning of the charge we got up in the best of spirits. I can only tell you of the part played by the Infantry Brigade. The 2nd, 3rd, and 4th Battalions were to charge, with the 1st in reserve. We had 160 yards to cover before reaching the first trench. It was a new part of the line for us, and through a periscope I had a look at the ground. The Turkish trench seemed a long distance away, and to my eyes the bombardment did not seem to be having much effect, though no doubt it shook their nerves a bit. Our guns, however, blew all the barbed wire away from the enemy's trench. The only time I felt somewhat uncomfortable was during the last quarter of an hour, waiting for the whistle, as the Turks were now firing at our line, and I could hear the bullets coming zip-zip against the parapet. The whistle blew, and in one moment the three battalions were over and making for the foe. The first thing I observed was a bush, and the bullets were "chopping" off the twigs. Then I never troubled about anything, but ran forward for all I was worth, and I was really surprised when I found myself on the edge of the enemy's trench. We shot them all down. It was a difficult trench to get into, as in places it was covered in and bomb-proof. I found myself on the edge of a dark hole between two bomb-proof covers, and close to my left a Turk was firing at the men still coming up. I could see him, but I poked the muzzle of my rifle in where I judged him to be, and although I could not be sure that I had hit him, I do know that he did not fire any more. The enemy having been cleared from the first trench, we were for a moment undecided what to do, as there was a regular network of trenches in front. A gun on our left I saw one of our officers jump the trench and wave on the men. That was all we wanted.

On the run  
Right in front, six or seven yards away, the trenches were crowded with Turks, and I thought our position was dangerous. However, we started to fire, and the enemy began to break and run. We gave one wild, joyful howl and went after them. There was a mad scamp down the trenches, and finally I got pulled up by a Turk who made a stand at a corner. He fired as we came round, grounding the man next to me. Just as I fired at him, I felt a whack on the back and thought a shell had hit me. I found blood pouring down from my shirt, and didn't know where it was coming from. I had the wound bandaged, but I was completely puzzled until next morning, when I discovered I had only felt the pain where the bullet stayed. Among the wounded men I was the only one who could walk a little. We got in touch on the left, and to my relief the 1st Battalion arrived, and a new firing line was got under way. I moved back to the rear, and stayed there until about an hour before daylight, when I made my way back to our own lines. The way the enemy shelled us was marvellous. It simply rained shrapnel. I made my way to the dressing station, and was addressed to the island as Lincolns. I arrived on the beach at daylight to see a great body of fresh troops being landed. A tremendous battle was raging all along the line.

### BOMBS FOUND ON STEAMSHIP LAPLAND



OWEN EAGAN WITH BOMBS IN HIS HAND.

The police of New York believe that an attempt to blow up the steamship Lapland, of the White Star line, was "nipped" just in time. Two small bottles filled with supposed explosives were discovered just before the vessel was about to leave her pier. It is supposed that they were intended to cause her destruction while she was at sea. Owen Eagan, the bomb and infernal machine expert, has the mysterious bombs in his possession for investigation. The Lapland is one of the largest passenger vessels now in the transatlantic service. She plies between New York and Liverpool.

The next problem confronting me was how to get away without being hit again, as daylight brought the shrapnel. Along with other wounded, I got on a lighter.

A shell struck us forward on the water line. The next shell went over our heads and exploded in the water. The beachmaster, who is about the coolest man I ever saw, sang out to risk it, and the pinnace went full steam ahead, towing us out. We were about three parts out when the lighter began to sink, and the Navy man in the pinnace hailed a trawler, which bore down and took us off. We were transferred to the hospital ship Dunluce Castle, and one of the crew gave me a can full of beautiful, clear water which tasted good. The crew treated us to a good breakfast. The slightly wounded cases had to change again, and we were transhipped to a trawler, which made for the transport Acania, bound for Alexandria. We had a very comfortable journey in a hospital train, with a young English nurse looking after us. I am afraid our casualties were heavy. As there are only slight cases here, there is nothing particular about this place, but I saw some very pathetic scenes before leaving. It makes me sad at times when I think of the fine young fellows killed over there. Nothing would have suited me better than to have gone through it all without a scratch, but I have nothing to growl

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