

## The St. John Standard

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### THE WAR NEWS.

The European war situation, so far as the land campaign is concerned, has now developed three centres of interest, the advance of the Germans through Belgium, the operations of the French troops in Alsace and Lorraine and the action of the Russian army on the eastern frontier. Practically a separate and distinct campaign is being waged by Serbian and Montenegrin troops against the Austrians.

Despite the assurances of Belgian successes which have come from that portion of the war zone, the Kaiser's troops continue to push their way through Belgium to the French frontier. The latest despatches received indicate that the engagement is practically general from near Brussels to Dinant. This, if correct, would bring the contending lines across the field of Waterloo. The Germans are close to the allied lines, practically all of the distance between the two points and the heavy fighting of the next few days is expected to take place on this line with Namur as practically the centre of the fray.

In the South the French forces seem to have met with pronounced successes and, if the despatches are correct, are now masters of the situation in Alsace and in a fair way to drive the Germans back out of Lorraine.

Advices, said to be official, tell of the crossing of the German frontier by masses of Russian troops and of successful operations in East Prussia. The Russians are said to have invaded Germany, and to have formed a battle line seventy-five miles in length, composed of the flower of the Czar's army. Serbian and Montenegrin soldiers have defeated heavy forces of Austrians and the stories of the engagements state that the losses to Austria have been most severe.

Herman Ridder, editor of the Staats Zeitung, of New York, probably the most representative German newspaper in the western hemisphere, and naturally strongly pro-German in tone and sympathies, has this to say regarding the German plan in the present phase of the land campaign:

"The whole problem is contained in the question: Can Germany invade northern France and attack from two sides before the Russian army gains sufficient impetus to make such a plan impracticable? The next ten days should give us a very clear idea as to the probabilities of such an undertaking. A victory in Belgium assures an advance on Paris, a defeat along the line Namur to Louvain would place the German army in desperate straits."

From the opinion of the Staats Zeitung may be gathered an idea of the superlative importance attached by Germany to the engagement which is now in progress.

### THE AIRSHIP IN WAR.

A question to the solution of which the European conflict should contribute no small weight of evidence, concerns the utility of the airship in time of war. All of the Old World nations, now locked in the struggle for supremacy, are well provided in the matter of dirigibles and aeroplanes, and prior to the outbreak of hostilities magazine writers found a prolific field for their pens in the production of articles, more or less speculative, dealing with this topic. Even when it became apparent that the war clouds would burst and drench Europe with torrents of blood and desolation, military experts in estimating the chances of the warring forces not only took count of prowess on land and sea but in the air. It is also notable that the first clash of the rivals occurred in the air, when a heroic French airman drove his aeroplane straight at a German dirigible and, although he paid the penalty for his heroism, succeeded in wrecking the hostile craft and disposing of her crew.

Adopting the view of many scientists and observers that the airship is likely to play a not unimportant part in deciding the struggle, it is of interest to note that the pioneers in aerial navigation made their first experiments in that field little more than twenty years ago. On this, the following information is taken from an American source:

"The great aeroplane fleets of France, Germany, Russia, Italy, Austria, Great Britain, the United States, and other nations all have as their parent the crude little flying machine with which Wilbur and Orville Wright made their first successful tests at Kitty Hawk, N. C., only a little over a decade ago. The Wright invention was first used in actual warfare during the war between Italy and Turkey, and the Italian birdmen performed useful service in spying out the country of the enemy. Capt. Monte of the Italian army, was wounded by army sharpshooters in Tripoli, but recovered and the first army aviator to meet death in the performance of duty in time of war was Capt. Popoff, of the Bulgarian army, who was killed by a shrapnel shell while

flying over Adrianople in November, 1912. About a month later another Bulgarian aviator, Dr. Jules Constantine, was killed by rifle fire at Tchaidia.

"When Orville Wright and his late brother were making their initial experiments with heavier-than-air flying machines, the utility of their invention in warfare was far from their thoughts. Soon after they made their successful long distance test at Dayton in 1903 the military and naval authorities of the great powers began to give serious consideration to the possibilities of military flying machines. France took the lead in the building of aeroplanes for the army, but Germany, Russia, Great Britain and other nations soon followed her example. "It was not until 1912 that the military authorities began to realize fully the terribly destructive uses to which aeroplanes might be put in time of war. The Michelin bomb-dropping contest, held in France in that year, was an impressive demonstration. Nine military and three civilian aeroplanes took part in the contest, which was won by R. E. Scott, a first lieutenant of the United States coast artillery, whose bomb-dropping apparatus was mounted on a Wright biplane. He placed eight out of fifteen bombs in the target from a height of 3,640 feet, and twelve out of fifteen bombs from a height of 765 feet. Lieut. Scott was the first man in the world to make tests in scientific bomb dropping from an aeroplane, having carried out a successful series of tests at College Park, Md. in 1911, on a Wright machine.

### BOOST THE EXHIBITION.

The Exhibition Association acted with wisdom in deciding not to postpone the big fall fair. While the unsettled situation in Europe will undoubtedly have some adverse effect upon business, yet Canada is in good position to weather the storm, and there is no reason why trade in this country should be greatly dislocated. The Government of Canada has shown a good example in increasing the number of men employed in the harbor works and in deciding to rebuild at once the elevator recently destroyed by fire.

The Government has decided upon this course, not only because the works are urgently needed, but also for the reason that it is most inadvisable there should be an increase in the ranks of the unemployed, if it can at all be prevented. Private business houses should hardly be less generous, and consequently it is the bounden duty of every patriotic citizen to work earnestly for the success of the St. John Exhibition.

Exhibitions of a similar undertaking act as a stimulant to business. With attractive excursion rates on the railways, and these, it is understood, have already been arranged, many residents of New Brunswick and Nova Scotia will take advantage of the opportunity to visit St. John during the fair, and while enjoying the entertainment furnished will also spend money here. Consequently many lines of business will be benefitted through the big show, and it is clearly the duty of everyone to assist to the limit in making the whole undertaking an unqualified success.

Canada in the past has been characterized by cheery optimism and faith in the future. This is not the time to change. Clouds may gather over the Empire, but there is always the assurance that the darkest cloud hides the brightest sun. It is the duty of all to turn their faces to the sun and boost.

### ONE NEWSPAPER'S VIEW

Most of the Liberal newspapers in Canada are quite willing now that people should forget the mistake made by the Liberal party in blocking Premier Borden's proposal that the Dominion should contribute \$35,000,000 as an emergency gift to the British navy. Some of them, however, in defiance born of desperation, continue to preach the reasonable doctrine that Canada owes nothing to Britain and that the Canadian government has no right to send our men and boys to fight the battles of the Empire. This is the stand of the Grit Eastern Chronicle of New Glasgow, N. S., which, speaking of the Canadian contingent, has this to say:

"Colonel Sam Hughes is to lead 25,000 Canadian militia into the swamps of Belgium and the Netherlands in a probable war that does not concern Canada in the least. If Great Britain goes into a general war in Europe, what concern is it of Canada? Canada has no interest in that war and there is no reason why the life of a Canadian farmer, or a Canadian mechanic's boy should have his blood spilled in a European war. However, if it comes about as the Conservative organs intimate, then we say—God help the Canadian boy that will be led into the cockpit of Europe by Colonel Sam Hughes!"

"Then, again, Canada was not consulted about this probable war; she knows little of the merits of the dispute; why should she be dragged into it? If Great Britain was attacked in her people's homes, it would be different and everybody in Canada would feel like going to her relief and defence, if that were possible; but for Canada to plunge into a war of conquest in Europe looks to us as sheer madness."

It is certainly up to the Telegraph and Times to read the Eastern Chronicle out of the Liberal party.

### Diary of Events

#### HISTORIC DAYS IN CANADA

Since Cartier lost one of his ships in Canadian waters, and Robert of Salsbury sailed away from France never to return, and became, in all probability, the prey of the greedy sea, the river and the land of promise, and the adjacent waters around Newfoundland and the Maritime Provinces have borne an evil reputation among mariners. Long ago they called the Newfoundland Banks the "graveyard of ships," and that stretch of stormy waters has quite lived up to its reputation. One of the worst in the long list of disasters was the loss of the Lady Sherbrooke near Cape Bay on this date, August 19th, 1831. The Lady Sherbrooke was the largest ship in her time, and when the final tragedy overtook her she was bound from London for Quebec with 300 passengers on board. Many of the passengers were emigrants, who were looking forward hopefully to Canada as the land of promise, where riches awaited the pioneers. Of the 305 only thirty-two were saved, and 273 perished. This was the worst disaster in those waters since 1805, when the transports Aurora and Aeneas went down off Newfoundland, with a loss of 1,000 lives. The wreck of the Lady Sherbrooke was not equalled from each other and make collisions possible, icebergs and fields of ice, submerged reefs and rocks, narrow channels, and the elements of wind and snow have been among the causes of the frequent wrecks in these waters. The wreck of the Lady Sherbrooke was the last of a series of disasters. The Titanic disaster and the wreck of the Titanic prove that the monster of the sea is still the master of men and their works.

### THE PASSING DAY.

#### MOST VERSATILE OF SCIENTISTS

One hundred years ago today, August 19, 1814, there died at Auteuil, France, a man who was in many respects a genius without an equal. Of all the scientists since the beginning of learning he was perhaps the most versatile. He was Sir Benjamin Thompson, Count Rumford, a citizen of the world.

Born in America, England knighted him, Bavaria made him a count, and Austria adopted him as one of her foremost scientists.

An authority on military science and the organization of armies, he wrote books and works on domestic economy.

In his later years, spent in Paris, he startled Frenchmen by dressing in a simple, soldier-like uniform, and anticipated the sartorial effects of Mark Twain.

He introduced potatoes into Bavaria, where they had been prohibited against the tubers, and gained a world-wide reputation among savants by his investigations into the nature of heat.

Benjamin Thompson was born in Woburn, Mass., in 1753. He received a good education, and married a woman of noble lineage. He was a general and reformer in the employ of the elector of Bavaria. There his achievements were many and varied. Besides forcing potatoes down the throats of Bavarians, he suppressed the beggars of Munich, found employment for all who were out of work, introduced a multitude of modern conveniences, and, in the midst of war, reorganized the whole military system of the country. The German army of today is in no small part organized along lines suggested by Count Rumford.

When he was made a count of the holy Roman empire in recognition for his Bavarian services, the scientist took the title Rumford from the village of that name, now Concord, N. H., where he had married.

One of his best known feats was the suppression of mendicancy in Munich. The city was filled with beggars, and thousands of able-bodied men were living on alms. The evil habit, prevalent that industry was almost stopped. Count Rumford secretly built a large work-house, filled with implements, and in the first of January, 1790, when the beggars were unusually active, he sprung his coup d'etat. He himself arrested the first beggar he met, and with the police and soldiers followed his example, and by night there was not a beggar on the streets of Munich. The mendicants were released, and then released, with orders to report to the work-house the following day. Within a few weeks, so well were they treated and fed, the notorious beggars of Munich were industrious and independent citizens.

From 1799 until his death Count Rumford lived at Auteuil and in Paris. His contributions to "Philosophical Transactions" included scientific essays on broad-wheeled carriages, the sources of heat, cooking, immortality, smoky chimneys, food, the uses of steam, warm baths, ventilation, fuel, artificial illumination, and a wide variety of other subjects. He was awarded the Rumford Medal of the Royal Society of England, which is awarded biennially to the best discoverers in light and heat.

### FIRST THINGS

GEOLOGICAL SURVEY.  
The first government geological survey in America was conducted by Elisha Mitchell, who was born in Washington, Conn., 121 years ago today. He was a graduate of Yale, and became professor of mathematics in the University of North Carolina. Afterward he became professor of chemistry, and in 1821 he was ordained a Presbyterian minister. As a state surveyor of North Carolina he made an extensive geological survey, and he was the first to ascertain that the mountains of Carolina are the highest east of the Rockies. He was a martyr to science, for in settling some disputed point about the altitude of these mountains he reascended them in 1837, lost his way at night, fell down a precipice and was killed. The Geological Survey of the United States, which has carried out on a large scale the work commenced by Mitchell, was created for the purpose of ascertaining a map

of the United States, classifying the public lands, examining the geological structure, mineral resources, and the products of the republic, and investigating the extent to which the arid and semi-arid lands may be redeemed by irrigation.

## POLLY OF THE CIRCUS ADVANCE SALE ASSURES LARGE AUDIENCES

The advance sale of seats for tonight at the Open House indicates a record breaking house for the opening performance of the four days' engagement of "Polly of the Circus." A play with a record of almost two years in New York, presented by a selected cast, with a complete scenic production, including a real circus on the stage, coupled with the fact that the prices are very moderate, makes up a combination that is hard to equal.

### JEANNETTE AND JEANOT

You are going far away—far away from poor Jeannette. There's none left to love me now, and you, too, may forget; But my heart will go with you where ever you may go. Can you look me in the face and say the same Jeannette? Can you look me in the face and say the same Jeannette?

When you wear the jacket red, and the beautiful cockade, You'll be forgetting all the promises you make; With your gun upon your shoulder, and your bayonet by your side, You'll be meeting some proud lady, and making her your bride.

If I were Queen of France; or still better, Pope of Rome, I'd have no fighting men abroad; no weeping maids at home; All the world would be at peace; or if kings must show their might, Why let them make the quarrels be the only men to fight.

Why let them make the quarrels be the only men to fight.

## ORGANIZATION OF THE PRINCESS PATRICIA REGT. AUTHORIZED

Ottawa, Aug. 18.—The organization of the Princess Patricia Canadian Light Infantry is authorized by an order in council which states that the sum of \$100,000 will be contributed toward the cost of organization and equipment by Captain Hamilton Gault of Montreal, the remainder being defrayed by the militia department. The regiment which will embark will leave behind a regimental depot for recruiting purposes.

### Good Rule.

In advertising always be as honest as you can; Be sure it's merited, and you sell And not your fellow-man.

The best quality at a reasonable price

### Style In a Watch

Naturally you want to have pride in the appearance of your watch as well as in the time it keeps.

You admire a handsome, stylish watch whenever you see it.

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## LT.-COL. McLEOD MAY COMMAND N.B. VOLUNTEERS

Special to The Standard.  
Fredericton, Aug. 18.—Four British reservists left here by I.C.R. tonight for Quebec en route to England to join their regiments in response to a call to colors. Sgt. Charles W. Oldershaw, William Simcock, Charles Day and John Bladen composed the party. Sergeant Oldershaw, F. A. M. C., who has been in charge of the military hospital in connection with No. 3 depot, served 16 years in the crack Prince Consort's Own Rifle Brigade of Winchester, Eng. He has seen active service in India, and South Africa, having received both King's and Queen's medals at the close of the campaigns. William Simcock served three years and John Bladen eight years in the Scottish Guards, while Charles Day was a member of the Royal Artillery.

Despatches received this afternoon stating that Lt. Col. H. F. McLeod, M.P., would command troops from New Brunswick, on first Canadian contingent for active service were communicated to volunteers in barracks here and were received with cheers. More than a full company at war strength, 125, are now in barracks here and more recruits are being taken on daily.

## ISSUE PAPER NOTES VALUED AT 1 FRANC

Paris, Aug. 18.—To meet the situation arising from the scarcity of small change, the Lyons chamber of commerce is about to issue two million paper notes of the value of one franc (twenty cents) each. By agreement with the Bank of France these franc notes may be exchanged against notes of larger denominations.

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