

The Evening Times and Star

ST. JOHN, N. B., MARCH 29, 1915.

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THE WAR NEWS

The week opens with reports that are very satisfactory to the Allies. In the eastern war zone, where the heaviest fighting is in progress, the Russians are pressing steadily forward in the Carpathians, and hope soon to be in possession of the termini of railways running southward into Hungary. At every point along the extended battle line they are either on the offensive or steadily holding the Germans in check.

From Italy comes the significant news that all the Alpine troops of the first category have been called to the colors, along with all artillery and engineer reserve officers. In all the call extends to about 47,000 troops, to add to those already called to the colors. These extensive military preparations foreshadow the entry of Italy into the war, and it would be folly on her part to expose the cause of Austria and Germany.

A French report says that 11,000 German dead have been taken from the trenches won by the French in twenty days in the Champagne country, and that the total German loss there is estimated at 50,000, or twice as great as that of the French. The French artillery is reported to be more powerful and effective than that of Germany, and the spirit of the French troops much more confident than that of their foes. No event of great importance has transpired along the western battle front for several days, but the situation is everywhere satisfactory to the Allies. An Amsterdam report tells of German soldiers with their hands tied behind them being marched to the front and given the choice of entering the trenches or being shot. It is declared that the sufferings of the German soldiers along the Yser front are such as thoroughly to dishearten them.

CITY GOVERNMENT

If those who profess so great an anxiety to go back to a discarded system of city government were one half as active in attempting to secure a better administration under the present businesslike system they would be doing a genuine public service. The incident in connection with the reduction in the estimates proved conclusively that under the present system there is a ready response at City Hall to an expression of public feeling. The members of the present city council are members because they were elected to office by the majority of the people. Otherwise they would not be there. They are the servants of the people, and have not shown a disposition to run counter to any definitely expressed wishes of the majority of the people. Possibly more capable administrators might have been chosen. There will be an opportunity a year hence to replace three of them if they do not in the meantime give satisfaction. St. John will get as good or as bad administrators as its people choose to elect. The commission plan provides for a much more business-like administration than was possible under the old system. It is greatly superior to the board of control system, where there is constant bickering between the members of the board of control and the aldermen. There is still no evidence that the people are tired of the commission plan. Of course if that time should arrive the commission plan would have to go, but it would be a grievous blunder to go back to a system that has been thoroughly discarded.

THE CANADIAN NAVY.

The Canadian cruisers Niobe and Rainbow, since they were hastily made ready for active service, have performed work that proved satisfactory to the Admiralty. Hon. J. D. Hazen made this admission in a statement on Saturday night. He made some further remarks about armament and higher power guns in modern naval warfare, but when asked if the Admiralty had suggested that the Canadian cruisers be provided with improved guns or armament he admitted that no such suggestion had been made. The cruisers are manned by Canadians. The Niobe has the same equipment as the Ariadne, which distinguished herself in a fight in the North Sea, and the Rainbow is of the same class as the German cruisers Dresden and Leipzig. The Niobe and Rainbow are the vessels that were sneered at by Conservatives, and described as "a tin-pot navy." When war broke out they were in no condition for service, because the Borden government, which did not believe any more than its opponents that an emergency existed, had not kept them in condition for active warfare. They were hastily fitted out and manned after the news came, and have since rendered splendid service. Had the Laurier naval policy been carried out in its entirety, other Canadian cruisers would now be rendering even more valuable service to the Empire.

Further evidence of graft in connection with military supplies are submitted from day to day before the public accounts committee at Ottawa. It was learned on Saturday that the government had refused a low offer from Liberal vendors of field glasses and later bought the same or poorer ones at considerably higher figures after a Conservative go-between had entered the game. It was also shown that some of the glasses supplied to soldiers at the front were of very inferior quality. The investigation in the matter of motor transports has shown a similar state of affairs, and the boot inquiry has shown bad specifications, bad material and bad workmanship. The middleman who made \$6,000 excess profits on surgical bandages has returned that amount to the treasury. What is the country to think of a government under whose administration such a condition of affairs is found to exist?

THOSE INTERESTING TOURISTS

A Hollander who recently returned to the United States after a visit to various parts of Germany, tells the readers of American newspapers that Germany has abundance of money and supplies, and that every German is assured in his own mind that his country will win in this struggle. This interesting tourist, who says that most of the people of Holland, at least among

the business men, are in sympathy with Germany, expects to see France make a separate peace and that Germany will thus be enabled to present a stronger front to her other enemies.

A number of persons have come to the United States after a tour in Germany with exactly the same story of German preparedness and assurance of victory. The fact gives rise to the suspicion that these gentlemen may be well paid for their work. They do not rightly estimate, however, the intelligence of the American people, if they expect the story to be believed. At the outset of the war when Germany was at her strongest she failed to get to Paris or the French ports on the English Channel. She has also failed to get to Warsaw. She must have lost at least one-third of her effective fighting force since the first of last August. Her ally, Austria, has proved to be but a broken reed. Italy is more likely to join the Allies than to continue neutral. Turkey has utterly failed to gain any victories, and her enemies will soon be hammering at the gates of Constantinople. There is nothing in the general situation to warrant the slightest hope that Germany can win this war. The odds against her are too great. What she could not do last autumn when her strength was at its greatest she certainly cannot do now, for she is being steadily weakened, while on the other hand the British, French and Russians are only now preparing for the decisive struggle. Germany will be outnumbered 10 men, and outclassed in artillery, air craft and supplies of all kinds. That she can still put up a great defensive fight is beyond question. Lord Kitchener cheerfully admits the fact, and therefore insists that the munitions of war for the British army must be enormously increased. The material fact, however, is that they can be increased to whatever degree is necessary to drive the Germans back and conquer them on their own soil; and, when the fighting is transferred to German soil, quite a different story will be told about the feelings of the German people in regard to the whole conflict. The British blockade of German ports will hasten the day of German exhaustion; but the German submarines, though they may still do a great deal of damage, cannot cut off the supplies of either British or France. Another six months will witness a remarkable change in the condition of affairs, not only in the eastern and western war zones, but in Turkey and the other countries of Southern Europe.

The Standard has discovered a Liberal who was willing to "traffick" in war supplies. It is to be noted, however, that he had to yoke up with a Conservative before he could do business.

A French committee reports that shocking outrages have been committed by Germans upon old men and upon women and children, and that prisoners are sometimes left for twenty-four hours or more, some even for two or three days, without food and drink. Some of the statements made by this committee are almost too horrible for belief.

Chaplain Hooper does well to say a word in defence of the men of the 26th Battalion. But there is a French-Canadian Battalion in Amherst which needs no defenders. Everybody is loud in its praise. The Amherst News declares that no finer or better behaved body of men has ever been seen in that town. Doubtless the trouble-makers were weeded out while the battalion was in training for several months at St. John's, Que.

Dominion Parole Officer Archibald says there is room in our cities for a great amount of organization work for the purpose of helping and protecting the youth, and that the right time to begin with a boy is before he has a chance to form bad habits. Mr. Archibald also emphasizes the need of healthy and interesting recreation for the young. This is exactly the work for the support of which the Playgrounds Association appeals to the people of St. John. Mr. Archibald is also an advocate of the industrial farm as an institution to which to send drunkards, vagrants and other adult delinquents. He declares that such a farm if handled right will not only pay way, but pay some wages to prisoners.

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LIGHTER VEIN.

Western Romance.

"And do you really love me?"

"Love you? Darling, you're dearer to me than my wheat!"

Knew the Signs

"I can read my wife like a book."

"That so?"

"Yes, Whenever she's cold to me, I know she's going to make it hot for me."

Reparation.

Hospital Nurse—This bed you're in was endowed by Mr. Scade, a great philanthropist.

Patient—Why, it was his auto that banged me up this way!

A Honeymoon Incident.

They were two days out, and the young bride was dreadfully seasick. "Henry, dear," she moaned, "if I should die and they bury me here, you'll come sometimes and plant flowers on my grave, won't you?"

Puzzled.

Bobby's father owned an incubator, and one day the little fellow was watching a chicken energetically breaking its way through its shell. Just then his father came along and Bobby said: "Papa, I see how that chicken gets out of its shell, but what I can't understand is how he got into it."

Unsettled.

"I hear that they belong to the early settlers."

"Well, you wouldn't think so if you could see the bill collectors climbing their front steps."

Some Dreams.

Archie—Papa, what is meant by "the stuff dreams are made of?"

Papa (grimacing)—Paint, powder, padding and false hair.

Chopping Him Off.

"Hello, Grimeshaw! Don't you remember your old sidekick, Smartelick?"

"Your manner is familiar," replied Grimeshaw coldly, "but I am glad to say that I have forgotten both your face and name."

Diamond's Peculiar Position

The South African Diamond Mines are closed. The cutting and polishing industry of Antwerp is ruined. The only other centre of the kind, Amsterdam, is little better off.

At present there are no Diamonds being put on the market. The controlling syndicate is holding their surplus stock.

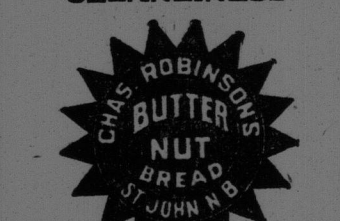
The Canadian government has recently levied a war tax of 7½ per cent.

Diamonds must just naturally go much higher. The American market is practically closed. The prices have been about 70 per cent. of the world's output.

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IN PARLIAMENT

Laurier Ships Which Were Scooped at Are Doing Good Work

Minister of Marine Makes Statement to Commons Under Consideration of the Naval Estimates - Now Under Admiralty Orders

Ottawa, March 28.—The "Laurier tin-pot navy" has vindicated itself in service of the British admiralty off the coast of Canada. The information was given to parliament somewhat unwillingly by Hon. Douglas Hazen, minister of marine, at Saturday night's sitting. It was only when pressed by questions from E. M. MacDonald, F. F. Pardee and G. W. Kye that the statement was forthcoming.

The Canadian cruisers Niobe and Rainbow, said Hon. Mr. Hazen, were under the Laurier naval act, hastily prepared for service at the outbreak of the war and were immediately placed at the disposal of the British admiralty.

The Niobe, which had been partially dismantled, had to undergo repairs before she was ready for service. She was then attached by the admiralty to the cruiser squadron of British vessels based upon Halifax, whose duty it was to keep the North Atlantic trade routes open and clear.

This squadron, the minister explained, consisted of the cruiser Essex and three coast cruisers, while in the early stages

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but in modern naval warfare everything would depend on the type of the vessel they met and the question of higher power guns and armament."

Mr. Pardee asked if the Niobe and Rainbow carried the same guns with which they were equipped before 1911, or whether the government had considered it advisable to equip them with other and more powerful guns.

"The cruisers are now subject to the admiralty's orders," replied the minister. "and we do not interfere. If the admiralty represented to us that improved guns or armament were needed we would be prepared to carry out its suggestion."

"And no such suggestion has been made?" asked Mr. Pardee.

"No," replied Mr. Hazen.

He thought the Canadian cruisers were proving satisfactory and the two submarines were both now in the best possible condition, although one of them had been taken to drydock for a short time for repairs, having struck the bottom on one occasion when submerged.

Mr. MacDonald pointed out that the Niobe had the same equipment as the Ariadne, which made such a brilliant showing in the fight off Heligoland light.

Mr. Loggie, of Northumberland, N. B., complained that the United States flag was flown over the wireless station of the Universal Radio Company, at Newcastle, N. B.

He was told by Mr. Hazen that the company was an English one, that the department of the naval service had no control over the flags flown there, and that the militia department censored the messages sent out.

Mr. Hazen agreed with Mr. MacDonald that the action of Mr. J. K. L. Ross, in presenting the steamer Canada to the government for the use in the war, was deserving of acknowledgment by parliament. "It is not the only patriotic action of Mr. Ross," said the minister. "The minister of marine told Mr. Sinclair, of Guyabara, that he expected that in a very few weeks, it would be possible to have a conference between representatives of Canada, the United States and Great Britain, as to the control of beam trawling off the Atlantic coast. He pointed out that French beam trawlers could cross the ocean and fish."

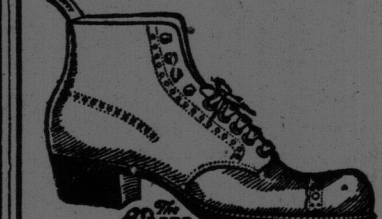
The Transcontinental

Ottawa, March 28.—Hon. Frank Cochrane has given notice of a resolution in the commons, which foreshadows the continued operation by the government of the National Transcontinental from Moncton to Winnipeg, as a part of the government's system of railways.

The resolution declares that it is expedient to amend the National Transcontinental Railway Act, so as to provide for the leasing or purchasing of the Grand Trunk Pacific branch line from Lake Superior Junction to Port Wil-

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Ladies' Kid Gloves—Reduced to 50c, 75c, 85c.

Children's Kid Gloves, 65c.

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Can Peas, 2 1/215c

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The minister of railways is to be empowered, with the approval of the governor-in-council, to carry out any such agreement, lease or purchase.

The branch line in question was built by the Grand Trunk Pacific in order to give the road connection between Port William and the main line of the N. E. at Lake Superior Junction. If the company is not to take over the operation of the N. E. R., then, of course, the government in operating the road will require also the company's present branch line to Port William, thus giving the outlet to the lake port, for the grain moving season.

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