

WHOLE AMERICAN LINE ON MARNE MOVES FORWARD

IMPORTANT GAINS ARE MADE WITHOUT MUCH RESISTANCE

General Mangin With French and British Troops Fight Battle North of the Ourcq River and Make Considerable Progress — Heights of Grand Rozoy and Village of That Name Captured — British Penetrate Three Miles.

With the American Army on the Aisne-Marne Front, Aug. 2.—(By The Associated Press)—The whole American line moved forward today while the armies along the flank from Soissons to Rheims pressed hard against the sides of the German salient. Their gains were almost without resistance.

Hammered as they have been for days the Germans withdrew during the night so that when the Americans, who were supported on their right and left by the French, started early this morning they did not encounter the usual machine gun fire.

In open order the men plowed their way through the heavy rain-soaked fields, for almost a mile.

The indications are that the Germans will not make a stand until they reach the water-shed north of Nesles Forest.



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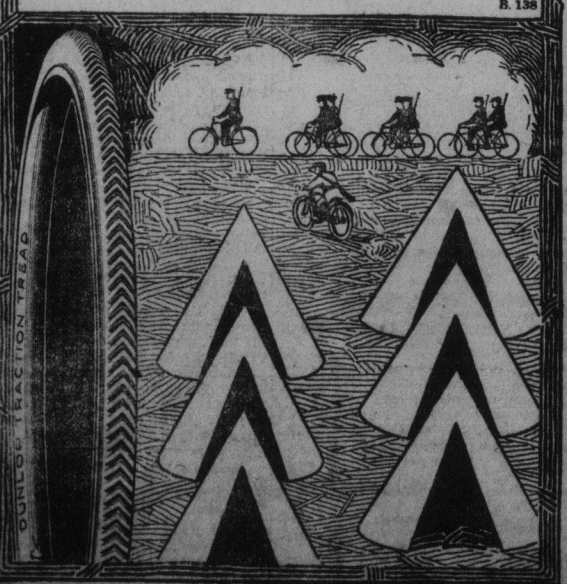
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FINDS IN HALIFAX MANY SUGGESTIONS TO HELP ST. JOHN

Secretary of Board of Trade Reports on His Visit To Sister City.

Gives Good Advice For Handling of Problems Confronting Winter-port—Valuable "Pointers" To Merchants.

Valuable suggestions as to the handling of problems affecting the city of St. John were contained in a report submitted to the Council of the Board of Trade yesterday by R. Armstrong, secretary of that body who had recently visited Halifax as the representative of the board and had observed conditions in the sister city. Mr. Armstrong reported in substance that Halifax was enjoying a period of great prosperity; that reconstruction under the administration of the relief commission was proceeding as rapidly as the conditions of labor would permit; that the commission with twenty millions at its disposal needed five millions more to complete its programme of restoration, relief and restitution; that 3,500 houses were undergoing restorative treatment under a thorough system; and that the plans of the commission contemplated the laying out of the northern area of the city where the destruction had been most complete, along modern town planning lines, providing for detached dwellings, with front garden spaces, and a roadway 24 feet wide, and in the rear, service lanes; and that a bigger and more beautiful Halifax would be the result.

Coastal Steamers.

The Halifax merchants are backing coastal steamer enterprises to give their customers along the coast a satisfactory freight service. In the vicinity of different boats were being effective service.

General Development.

Work of clearing the ground for the new steel ship plant, north of and including the drydock had begun, about 250 laborers being employed. The people of Halifax looked forward to a prosperous industry.

Terminal development has been practically suspended during the war period, but track ballasting is proceeding and a temporary wooden station to be completed September 1, is being erected. A freight warehouse is under construction in front of No. 2 pier. The railway department does not propose to rebuild the north end station, although it is being used in a partially dismantled state.

Provision had been made along comprehensive lines for the embarkation and disembarkation of troops, also for the treatment of convalescent soldiers. The civilian population were taking active steps along safety lines.

Our Own Progress.

Based on his observation in Halifax Mr. Armstrong also submitted a number of "conclusions" as to the manner in which, in his opinion, St. John should handle certain problems. He pointed out that the success of Halifax should be received with satisfaction in St. John, and should serve to spur this city on to greater efforts in the direction of attaining increased prosperity. St. John had also prospered since the commencement of the war, and had made progress as a manufacturing centre and a distributing point. Totals of export and import trade had grown from \$35,000,000 in 1913 to \$217,000,000 in 1918, thus putting St. John in second place as a point of shipment.

Suggestions.

After diagnosing the difficulties of St. John as "largely of our own making," Mr. Armstrong advised that local merchants should own and control a sufficient number of coastal steamers to encourage inter-provincial traffic; that concessions be given to any proposition for a steel ship plant, the promoters of which could assure the board of the feasibility of the plan; that the city council should give attention to improved housing conditions and that in this connection the recommendations of the Town Planning Commission, when presented, should be adopted; that St. John should receive equal treatment with other ports from the Canadian government railways; that all causes of friction between the city and the Canadian Pacific Railway Company should be removed as speedily as possible; that the Board of Trade continue to urge that the harbor shall be placed in commission; that the board co-operate with the city council looking to the securing of permanent streets; that enquiries be made as to the plans for embarkation, disembarkation and demobilization of troops at St. John, if necessary such enquiries to be carried to parliament; that the council give attention to public safety conditions in connection with a possible attack by the enemy; that representatives of the Board of Trade or city council should frequently visit other cities and towns as such a plan would tend to improve the relations existing between St. John and its neighbors.

The report of the secretary was unanimously adopted and committees were named to consider his suggestions.

Other Business.

A letter was read from the Minister of Finance stating that the matter of the double income tax had been brought to the attention of the taxation authorities at Washington, and that information respecting it had also been conveyed through the proper diplomatic channels. It has been further taken up by American citizens in Canada and negotiations are in progress.

A. W. Rankin, of Fairfield, St. John county, reported that the Board of Trade need what was doing well. The question of increased freight rates for certain bay services was referred to the traffic committee for a report.

BONAR LAW UPHOLDS SIR ROBERT'S SPEECH

Hon. Walter Runciman Draws Attention To Premier Borden's Remarks on Imperial Preference.

London, Aug. 1.—(Via Reuters' Ottawa Agency).—In the House of Commons today Hon. Walter Runciman drew attention to the statements of Premier Borden, of Canada, regarding imperial preference.

Chancellor Bonar Law replied there was nothing in Sir Robert Borden's speech in any way inconsistent with his (Bonar Law's) previous statement to the house. The question of a special fiscal policy to be adopted by the United Kingdom or the dominions must be settled by each independent country, he said. The imperial government had put itself in a position to be stricken by deciding to give a preference on existing duties or any subsequent duty imposed.

In an interview with Reuters' correspondent, Hon. Walter Hume Long, colonial secretary, in order to clear up any misunderstanding regarding the imperial preference which he recently announced, stated that the decision was made by the British and not the imperial war cabinet and may be regarded as a question of domestic policy.

OBITUARY

Mrs. Luther Cook.

Special to The Standard. St. George, Aug. 1.—A very sudden death occurred on Tuesday morning at Utopia. Mrs. Luther Cook while attending to her household duties was stricken with apoplexy and expired immediately. Besides her husband she leaves to mourn five sons and three daughters. Mrs. Cook, who was seventy-three years of age, was twice married, her first husband having been Sergeant Patrick Finnegan, a veteran of the Crimean war.

Hon. J. A. Chaurat.

Montreal, Aug. 2.—Hon. J. A. Chaurat, member of the legislative council of the Province of Quebec, is dead here at the Hotel Dieu. He was born in 1854.

Dr. E. P. Lachapelle.

Montreal, Aug. 2.—Dr. E. P. Lachapelle, former chairman of the Board of Control on this city and head of the provincial board of health, died yesterday at Rochester, Minn., where he was undergoing treatment. He was born in 1848.

Harvest Hands Wanted In New Brunswick

The Department of Agriculture for war purposes, last spring urged Greater Production. 103,772 bushels of seed grain were imported. The farmers have responded splendidly. The acreage under crop is in excess of any previous year. Climatic conditions have been favorable, crops promise well.

Every acre of crop in this Province must be properly harvested this year.

Many men have been called to the Colors.

Under the conditions the Department fears that many crops will remain in the fields unless men from our towns or industrial plants become harvesters, and are setting up labor bureaus in different sections of the Province to ascertain the farmers' labor needs and to register voluntary labor.

Every man in the towns or cities who has had farm experience should be ready to assist for a few days.

Every farmer should register his wants immediately at one of the following bureaus. A guarantee of help cannot be given by the Provincial Department of Agriculture, but when the requirements are known after a certain date, if necessary, the Dominion authorities will be appealed to.

Give name, address, railway station, number of days help required and when. Approximate wages per day. Where wages cannot be satisfactorily arranged, an appeal to the Department of Agriculture may be made for adjustment.

Every man willing to help should also be registered at one of the following places:

St. John—William Kerr, N. B. Government Office, Prince William Street.
Fredericton—A. B. Wilmot, Dom. Immigration Office, Post Office Building.
Sussex—J. D. McKenna.
Moncton—J. H. King, Agricultural Representative.
Chatham—James Bremner, Jr.
Bathurst—Frank P. Doucet.
Andover and Perth—Dr. Dickinson.
Woodstock—A. C. Taylor, Agricultural School.
St. Stephen—W. S. Stevens.

J. F. TWEEDDALE,

Minister of Agriculture.

August 4th 1918

The Gillette Razor's Four Years of War Service

THE Gillette Safety Razor has passed through four years of war service with a clean bill of health.

It went into the front line with the first troops, and it is still on active service, never having missed a day.

It is the proud record of the Gillette Razor that it has more users than have all other razors put together in every regiment under the Allied flags.

Under the severest conditions it is possible to impose, the Gillette Razor has supplied all the comfort and luxury a soldier derives from a clean shave. It has been his companion in many a shell-hole, dug-out and water-soaked trench.

It has gone with him to billet and reserve camp; it has shaved him in hospital and has accompanied him to "Blighty". Whether its owner has been on leave, invalided home, or finally pensioned off, the Gillette has never failed to offer the daily luxury of a perfect shave.

For more than four years it has been in action—day after day; month after month,—and it has never appeared on a casualty list, or been "invalided home".

An occasional oversight on the part of friends at home, or the uncertainty of the mails, has sometimes deprived a soldier of the new Gillette blades he prizes so highly. But the Gillette itself, so often mentioned in "despatches" home, has come through with flying colors,—a powerful factor in the maintenance of morale.

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