

The St. John Standard,

NEW BRUNSWICK, CANADA.

VOL. VI. NO. 182

SECOND SECTION

PAGES 9 To 16

PRICE TWO CENTS

OFFICERS OF 12th BATTALION THIRD BRIGADE FROM NEW BRUNSWICK, QUEBEC AND P. E. ISLAND



HEREWITH IS SHOWN A PHOTOGRAPH OF THE OFFICERS CONNECTED WITH THE NEW BRUNSWICK AND QUEBEC REGIMENT OF THE FIRST CONTINGENT. THIS PICTURE WAS TAKEN AT VALCARTIER CAMP, AND APPEARS IN THE STANDARD THROUGH THE KINDNESS OF MRS. RONALD McAVITY. IN THE GROUP IT IS EASY TO DISTINGUISH COL. McLEOD, CAPT. McAVITY, CAPT. STURDEE, LIEUT. MORGAN, LIEUT. WELSH AND OTHERS WHO ARE WELL KNOWN TO NEW BRUNSWICK PEOPLE.

THE NEW BRUNSWICK POTATOES, GIFT TO EMPIRE, ALL READY TO BE SENT TO MOTHERLAND

Finest Province Could Produce is testimony of Experts—Were gathered with great energy and Provincial Department of Agriculture is to be congratulated on splendid work.

The Battle line steamer Sellasia, bearing New Brunswick's gift to the Empire, one hundred thousand bushels of potatoes grown in the province will sail for England tomorrow or on Monday, and it is possible that the whole shipment will be sent from England to France to help the British soldiers on the battle front.

Never has such a big single shipment of potatoes been made from St. John, and the speed with which the officials of the Provincial Department of Agriculture have assembled the potatoes here, and the arrangements made for sorting and bagging and barrelling them reflect great credit upon the department. While getting this shipment ready the department also sorted and packed 15,000 bushels of potatoes, which were loaded in 48 cars last week and sent to Halifax, where they were turned over to the Belgian Relief Committee, and will be sent forward by the ship which is carrying Canada's contributions to the relief of the Belgians.

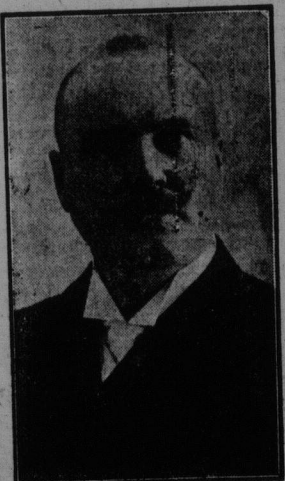
Some idea of the amount of work in preparing the potatoes for shipment may be gathered from the fact that the Battle line boat will carry 60,000 bags and 10,000 barrels of potatoes. Each bag weighs 90 pounds. All together the cargo of potatoes will weigh over 6,000,000 pounds, or about 2,000 tons.

The Best Quality.

Only the best quality of potatoes available in the province have been accepted by the officials of the department of agriculture, and produce dealers who have visited the sheds on the West Side where the potatoes are being prepared for shipment have expressed the view that the potatoes will be a credit to the province. Every bag and barrel is labeled with the legend: "Potatoes grown in the Province of New Brunswick, Canada; New Brunswick's gift to the Empire."

For some weeks past cars loaded with potatoes from all parts of the province have been arriving at West St. John. They come in bulk. Each car load was inspected on arrival, and if the car load was not up to the standard set by the department it was at once rejected. Officers of the department say that the great majority of farmers who sent in potatoes made it a point of honor to send good stock. But in a few cases the government would accept an inferior article to be sent to the soldiers of the Empire, and they met with disappointment, the potatoes being promptly sent back.

Car load lots passing the preliminary inspection were shunted to the sheds, and the potatoes were run over a sorting machine which dropped out all the small ones, while men at the sides of the sorting apparatus picked out any potatoes that were in any way bad. After a series of inspections and sorting-out processes, as



HON. J. A. MURRAY,
Who Has Been Very Active in Overseeing the Work of Shipping New Brunswick's Gift to the Empire.

During the selection of only first class stock in the best of condition, the potatoes were bagged in bags or barrels. In addition to the government officials, a force of over fifty men, under the direction of the officials of the A. C. Smith Company, the well-known produce dealers of the West Side, have been employed getting the potatoes ready for shipment. This force was able to handle between 2,000 and 2,500 barrels of potatoes a day.

A tally was kept of all the car lots received, and of all the bags and barrels which were filled from each other. Another tally man made as the bags and barrels were loaded on the ship.

Gift Filled Sheds

All this week immense piles of potatoes in barrels and bags nearly filled the big No. 7 shed, and those who visited the shed had an opportunity to realize the importance of the gift which the province is making the Empire. Every day the shed was scene of noisy activity, as a dozen or so coopers hammered away at barrels, making a deafening racket.

At the first of the week the work of loading the potatoes on the steamer was started, and by Thursday night 26,404 bags and about 5,000 barrels had been stowed in the capacious holds of the freighter. The work of loading the potatoes on the steamer was under the direction of Arnold Martinson, wharf superintendent of the Thomson Line. The steamer is carrying away a consignment of deals

as well as the potatoes. The notes were floored over with deals. On top of the lumber the barrels are stowed and the bags are stowed on top of the barrels.

L. A. Slipp was chief inspector for the department of agriculture at the sheds on the West Side, and his work has been done in a way that will assure New Brunswick potatoes a reputation for excellence in the Mother Country. While the potatoes were being made ready for shipment, Hon. J. A. Murray, Minister of Agriculture, and J. B. Daggett, secretary of the department, made frequent visits to the West Side, and were well satisfied that their determination to only ship first class stock was carried out to the letter of their instructions. Some farmers who sent in inferior stock and had their potatoes rejected, came in and tried to persuade the officers of the department that a gift horse would not be looked in the mouth and that their potatoes ought to be accepted, but they were told that the best New Brunswick could produce was none too good for the soldiers of the Empire, and they were sent away with their ears tingling, ashamed and humbled. In so far as possible the potatoes were bought from the farmers direct, and it can be said to the credit of the farmers of the province that only a few of them tried to palm off inferior stock.

All parts of the province are represented in the shipment, and it was said by the inspectors that there was little difference in the quality of potatoes received from the different counties. Among the chief varieties included in the consignment are the potatoes known as the Gold Coin, Delaware and White Mountain.

Apples Also.

The Battle Line boat will also carry away from St. John 300 barrels of the best apples grown in the province, the gift of the New Brunswick Fruit Growers' Association to the wounded sailors or soldiers in the hospitals. These apples have been sorted and packed on the West Side under the direction of A. G. Turney and R. P. Gorman of the horticultural department of the local government.

When the Sellasia arrives in England her cargo of potatoes will be taken in charge of by the Imperial authorities. While just what disposition the Imperial authorities will make in regard to the potatoes is not known; it is the understanding that they will eventually form part of the rations supplied the Imperial forces.

SERIOUS ACCIDENT ON MARSH ROAD

John Conway, Union street, met with a serious accident Wednesday night while driving in the Marsh Road. While going along in the dark he collided with another team and was thrown out into a ditch. Some time later some persons found him unconscious and conveyed him to the hospital, where he received surgical aid. He had a long gash in the head, and it required several stitches to close the wound. His condition was at first thought to be serious, but he has greatly improved since.

WANT WEALTHY GERMANS PUT UNDER ARREST

London Evening News says higher class of Aliens being shipped in crusade.

London, Oct. 23, 2.45 p. m.—Though expressing satisfaction today with the result of the police crusade against Germans in England, the Evening News, one of the first newspapers to start this agitation, says it feels that the higher class alien enemies are being shipped.

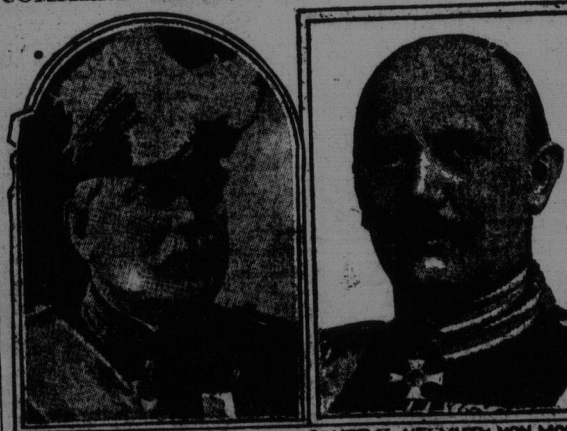
"There is an impression," the newspaper says, "that we have failed to reach the comfortable minded Germans who know a good deal more about Germany's plot against England than do the humble hotel employees. The fashionable German Club Athenaeum is doing business as usual, being visited by men well known in the upper class of the German colony. The club is permitted to use the telephone, which must be a convenience to its members, who are barred from using this service in their own homes. The club has six hundred members, and the Kaiser has been a visitor there."

The Evening News makes the further charge that German employment agencies still are allowed to select the servants employed in the English officers mess at the training camps.

LATE SHIPPING

New York, Oct. 23.—Ard stmr Britannia, Marcellus.
London, Oct. 23.—Ard stmr Corinthian, Quebec.
Liverpool, Oct. 23.—Ard stmr Celtic, New York; Florizel, Halifax.

COMMAND FRENCH AND GERMAN ARMIES



GENERAL JOFFRE
General Joseph Joffre, the commander in chief of the French army, is a distinguished military engineer, famous for his roads and bridges, but with only one year's service in the field, when he was at the head of the Second Army Corps at Lille. General Count Helmuth von Moltke is field marshal of the German army, now in supreme command under the Kaiser. He was the favorite nephew of the old field marshal of the Franco-Prussian War, whose estate he inherited.

HEAVY BATTLE NOW RAGING IN BELGIUM

Fierce fighting reported south of Ghent, Bruges line and north of Roulers.

Amsterdam via London, Oct. 23, 9.35 p. m.—A heavy battle is raging in Belgium, about twenty miles south of the Ghent-Bruges line and north of Roulers, according to the Telegram's correspondent in Brussels, Holland. Roulers was again bombarded by the Germans on Thursday.

"Fugitives from Roulers declare," says the correspondent, "that forty inhabitants of the town were shot by the Germans during the invaders' occupation, and that all the prominent citizens were taken as hostages."

"There is no confirmation of the report that the allies have broken through the German lines near Eecloo."

TELEGRAPHERS' CONTEST.

San Francisco, Oct. 23.—The National Telegraphers and Operators' tournament will be held here it was announced today on May 27, 23 and 29, 1915, under the auspices of the Panama Pacific International Telegraphers' Tournament Association. Preliminary elimination contests will be held in other large cities and the winners will meet here.

W. C. T. U.
At a meeting held last evening in the Union Hall, North End, by the W. C. T. U. a resolution was passed to the effect that the provincial president of the Union be asked to enquire about the provisions of the law regarding the sale of liquor to soldiers in uniform. It was resolved to register a protest against "the open canteen" so far as it relates to Canadian soldiers serving in Europe.

SEIZURE OF OIL SHIPS WILL BE THRESHED OUT IN THE PRIZE COURTS

United States has again protested capture of Platuria and Brindilla—Claim German Company was subsidiary of Standard Oil Company.

Washington, Oct. 23.—The United States today protested to Great Britain against the recent seizure of the Platuria, a tank steamer owned by the Standard Oil Company, now detained at Lewis Island, Scotland.

This protest is identical to the one filed in the case of the Brindilla, held at Halifax, N. S., and requests the immediate release of the ships.

Inasmuch as the Admiralty Court at Halifax already has begun proceedings to determine whether the Brindilla is a prize, the British government is expected formally to decide to release the vessel until a decision is rendered. A prize court, it is believed, will immediately determine the status of the Platuria.

Sir Cecil Spring-Rice, the British Ambassador, called on Secretary Lansing today to learn the relation between the German company which formerly owned the Brindilla and the Standard Oil Company. According to a report of the Commissioner of Corporations in 1907, the German company in question was a subsidiary of the Standard Oil Company and completely controlled by the latter. If this

fact is proven to the satisfaction of the prize court, all doubt as to the bona fide nature of the transfer of the vessel from German to American registry, will be removed, as Great Britain informally has advised the American government that she will accept as prima-facie evidence of legitimate transfer all vessels whose ownership is continuously American.

The Platuria was similarly owned by a German subsidiary of the Standard Oil Company. Doubt as to the validity of the change of registry would not be a sufficient cause for seizure, however, and British officials pointed out today that reports of unneutral intentions on the part of each of the vessels probably would be considered by the prize courts. In the release yesterday of the John D. Rockefeller, bound from one neutral country to another, the principle was tacitly admitted that even though she carried illuminating oil, now declared conditional contraband, her cargo would not be seized because the country to which she was destined had declared an embargo on the exportation of the product to belligerent countries.

CANADIAN SOLDIERS WEALTHY

Some privates had from \$500 to \$1,000 with them—Regarded as privileged class.

London, Oct. 23.—The Canadian banks in London have had an exceptionally busy time this week in coping with the business resulting from the arrival of the Canadian contingent. The bank managers have been surprised to find how comparatively wealthy are some of the members of the force, as many privates have brought with them sums ranging from \$500 to \$1,000. Early this week the Bank of Montreal sent down three men to the camp to effect exchange, and they were kept incessantly busy for three days, with the result that the cash box which they brought back contained \$125,000 in Canadian currency. The Bank of Montreal considered the question of opening a branch at the camp but was unable to do so, because its city staff is already very short and hard-worked, who receive less and have less said.

TECHNICAL SCHOOLS

"St. John needs a technical school as much as anything," said W. E. Anderson, formerly secretary of the Board of Trade. "With all this talk of capturing markets previously supplied by Germany the importance of having a technical school ought to be brought home to us. Our manufacturers cannot quickly adapt themselves to the work of supplying new goods or new markets, because generally speaking their is a lack of technical training. Large numbers of the young people go to Boston and other cities, largely because of the facilities for securing instruction along technical lines and fitting themselves for better work and better positions and pay."

"Of course at the present time neither the city nor the governments are likely to spend any money on technical schools or colleges here, but plans might be considered now as that St. John may be in a better position to go ahead and make the most of its possibilities as an industrial center."

owing to the large number of clerks who have joined the colors.

The storekeepers of Salisbury regard the Canadians as a privileged class of soldiers, on account of their affluence, as compared with their brother fighters of the Old Country, who receive less and have less said.