

The St. John Standard

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ST. JOHN, N. B., THURSDAY, JANUARY 6, 1916.

"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.

How The Grits Play The Game.

IN ST. JOHN.

The St. John Board of Trade, with a Liberal president, a Liberal secretary, and prominent Liberals monopolizing the proceedings at Board meetings, makes the complaint that the Dominion Government is "treating St. John as a way station"; that business belonging to this port is being diverted to Halifax because we have no facilities here to accommodate it.

Resolutions have been sent to the Government which, in effect, declare it to be the opinion of the Board of Trade that the Government, and particularly Hon. J. D. Hazen, as the representative of St. John in the cabinet, have been neglecting the interests of this port.

Mr. Hazen has secured for St. John public works of a value totalling more than nine millions of dollars.

Mr. Pugsley when Minister of Public Works, in charge of the greatest spending department of the Government, secured for St. John something more than \$2,600,000 worth of public expenditure.

Mr. Hazen is condemned by the Grits of the St. John Board of Trade on the alleged ground that he has neglected our interests. Yet he has secured for this port almost \$4 for every dollar Mr. Pugsley managed to get in the same length of time.

Is it fair to Mr. Hazen that this sort of thing should continue?

If not, how long will the Conservatives in the St. John Board of Trade continue to permit that body to help the Liberal organization in this community to make capital against him?

THE ELEVATOR QUESTION

In considering the question of the restoration of the I. C. R. elevator it is natural to enquire why there should be such a particular outcry at this time when, no matter what the decision of the I. C. R. may be, it is impossible to do anything that will increase the I. C. R. elevator facilities in time for this season's trade.

It has been said, and by some of the gentlemen now most clamorous in their demands for the restoration of the elevator facilities, that the I. C. R. structure had never been of sufficient value to the port to pay for the grease used in the lubrication of its machinery. The Standard does not admit that view of the case to be correct, but, at the same time, it may not be amiss to consider the quantity of grain handled through the elevator since its erection.

Prior to the winter of 1909-10 no grain was handled through the I. C. R. structure. Since that time the returns show the following figures:

Season	Bushels Handled
1910-11	2,000
1911-12	1,215,574
1912-13	1,902,729
1913-14	1,527,000

The elevator was destroyed by fire on August 14th, 1914.

Now as to the contention that the I. C. R. has diverted grain trade to Halifax. The returns of the Halifax elevator show that in the season of 1913-14 the grain handled there amounted to 1,690,000 bushels and this is the highwater mark—not as great as the trade handled through St. John the previous season, and very little in excess of the quantity handled in the season under comparison.

As to the grain sent to Halifax over the I. C. R. this winter, The Standard is in a position to state that up to January 4th the total was about one hundred car loads, less than 200,000 bushels, or hardly enough for complete grain cargoes for two grain-carrying steamers.

The Standard is prepared to admit that St. John should have all the elevator accommodation needed for the proper care of grain shipped through this port. But, if the information secured by this newspaper is correct, the I. C. R. elevator in the past has played but a comparatively unimportant part in the handling of this

IN HALIFAX.

In the sister city the Liberals in the Board of Trade, and the Liberal newspapers are playing the same game of petty politics.

Over there the claim is that St. John gets it all and Halifax gets nothing. The Halifax Chronicle of yesterday morning published the following editorial:

An Outrage.
"Old country business men are complaining bitterly about the delay in the delivery of Canadian mails, carried by the subsidized Canadian mail steamers from St. John. We do not expect that the Dominion Government, which has permitted the mails to be diverted from the quickest and shortest route to serve mere partisan ends, will take any notice of this complaint. The Canadian people have equal ground for complaint. Take this one case, for example. The last steamer carrying mails from Great Britain arrived in St. John on Sunday week, and yet the mails were not delivered to the business men of Halifax until the following Tuesday morning. This is nothing short of an outrage. It indicates that the Government apparently care nothing about the business interests of this city and port. St. John is getting all the mail steamers, and is doing other business which properly belongs to the chief naval and military port of the Dominion. Halifax has no body at Ottawa who seems to care a button about her rights. The Board of Trade sent a delegation of influential business men to Ottawa to protest against the betrayal of this port, but nothing has come out of it. St. John continues to be the favorite beneficiary of the Government."

If a Liberal government were in power in Ottawa the Halifax Chronicle would declare that the claims of that port were duly recognized.

Today, they find fault because Mr. Hazen has done so much for St. John.

trade. In the present case it appears very much as if the sole cause for the outcry of the Board of Trade is the shipment of one or two grain cargoes through the port of Halifax. At the same time it must not be forgotten that more than ninety per cent. of the whole grain trade of the Canadian winter ports is handled by the C. P. R. through the port of St. John.

PROHIBITION.

The decision of the Government of New Brunswick to enact, at the next session of the legislature, a measure providing prohibition, will be accepted by the people of New Brunswick as action in line with all the other provinces of Canada which have given consideration to the question of temperance reform.

The war, which has been responsible for many things, has done more than any other agency to bring to the front the question whether the use of intoxicating liquors affects the efficiency of a man, a community, or a nation. A powerful object lesson of the advantages of prohibition has been furnished by the Russian Empire. In Russia, the trade in wines and spirits was a government monopoly producing an immense revenue. Nevertheless it was believed that the use of intoxicants decreased the efficiency of the Russian soldiers and numerous instances, taken from the Russo-Japanese war, were cited in support of this argument. On that occasion it was said that the excessive use of intoxicants was largely responsible for Russia's indifferent showing against the highly trained forces of Japan. Consequently it was decided to place the traffic under the official ban.

In France, too, it has been found necessary to curtail the sale of liquors. Absinthe, a beverage formerly in high favor with the French people, has been prohibited, while practically the only alcoholic beverages permitted to be manufactured or sold are the lighter grades of wines and beers.

Great Britain adopted a measure of temperance reform early in the war. King George and members of his household, Earl Kitchener and other leaders in the affairs of the nation pledged themselves to absolute prohibition during the period of hostilities while various restrictive measures were placed in force practically all

over the United Kingdom.

In Canada there can be no denial of the rapid advance of the prohibition cause. Measures already on the statute books of the various provinces have had the effect of materially increasing the "dry" areas in all of them. The decision of the Government of New Brunswick to take advanced action looking to the solution of one of the greatest of modern problems will be received everywhere as evidence of an honest and fearless intention to place on the statute books of this province a measure which has long been regarded as distinctly in the public welfare.

WONDERFUL WAR PICTURES TO BE HERE NEXT WEEK

By arrangement with The Standard, the Opera House will show all next week the most wonderful and sensational motion pictures of the present war that have ever been screened. "Fighting for France" they are titled, the majority of the scenes having been taken under the authority of the French government, and they show wonderful close-up actual scenes in the trenches, on the battle lines and in the various camps and army centres in France, Belgium, England and Russia.

When shown in Montreal, Toronto and Ottawa recently, these pictures created intense interest, thousands being turned away from the theatres unable to gain admission. The pictures are in seven full reels, every foot full of life and action, the photography being remarkably clear and distinct, and bringing the spectator right up to the many interesting scenes as they are shown on the screen.

Union Lodge of Portland

The following officers of Union Lodge of Portland A. F. and A. M. were installed last night by Deputy C. and Master Charles D. Jones, accompanied by a staff of grand lodge officers: Worshipful Master, W. A. Church; Past Master, Malcolm L. McPherson; Senior Warden, Bro. Harvey N. M. Stanbury; Junior Warden, Z. H. Tapley; Chaplain, Rev. R. A. Armstrong; Treasurer, W. B. Wallace; Secretary, J. Twining; Master of Ceremonies, E. R. Church; Junior Deacon, A. E. Everett; Senior Steward, H. A. Porter; Junior Steward, W. H. C. MacKay; Director of Ceremonies, F. S. Sawaya; Organist, D. Arnold Fox; Inner Guard, George S. MacBeth; Tyler, W. Robert Clerke.

Soldiers' Comforts Association.

In answer to the special appeal of the Soldiers' Comforts Association for socks or money for socks for the use of the men in the trenches the following generous contributions have been made: Mrs. H. Mott, Boston, \$1; Mrs. R. May, \$5; Mr. and Mrs. George Kimball, \$10; Douglas Avenue Circle, S. C. A., \$55; Mr. and Mrs. A. M. Boulton, \$2; Collins Red Cross Society, \$30; Anonymous, \$10; Miss Elsie McFawn, \$3; donation from Collinghurst, Queens County, per A. H. Machum, \$18; Miss Billing, \$2; Miss F. M. Nichols, \$5; Miss M. B. Lawrence, \$5; Mrs. W. M. Golding, \$5; Mrs. A. R. Campbell, \$1; Mrs. James Gregory, \$25; also 332 pairs of socks received from various sources. The rooms of the association are open every day when the ladies in charge will be glad to give any information as to the work which it is desired to accomplish.

TO EDEN BY RAIL.

Here is the story of a railroad through the Garden of Eden—a strategic short cut that is to link Europe with India. Long before the Suez Canal was dug, and when the British carried their Bombay mails by camel across Arabia, this enterprise was dreamed of. Now the dream has come true—but it is the Germans who are building the road.

When the Kaiser emerged from his diplomatic fight for the right of way for this Bagdad route, London and Petrograd were amazed—for here is what the Kaiser has given them:

Not only a mileage guarantee of nearly 5,000,000 a year, but a tract of land twelve miles wide and fifteen hundred miles long—a strip six miles wide on each side of the railroad throughout its whole length—11,500,000 acres, with the right to work the mines, to grow cotton, wheat, tobacco and dates; and furthermore the right to develop and use all water powers along the route—and a license to build steamers for navigating both the Euphrates and the Tigris. Small wonder Germany's trade competitors were startled!

You can grasp some idea of what vast wealth such a concession carries when you hear that Anatolia, Syria, Mesopotamia and the Irak can produce more wheat alone than the whole Russian Empire, and that the famous Russian oil fields of Batum are known to extend down past Lake Van and into Mesopotamia, parallel with this German railway grant. In scores of places liquid asphalt has flowed from natural springs for untold centuries, tradition insisting that Noah stowed his ark with bitumen from these same springs.

Pastorship though it may sound, this railway leads straight into the alleged Garden of Eden—into the historic home of Adam and Eve. For here in the great valley of the Euphrates, near old Hittite, Bible authorities have now definitely located the site of the original Eden.

The reclamation of this vast area of rich land will add thousands of tons of freight per annum to the new railway, giving the Mesopotamian farmer an outlet for his surplus crops and putting him in close touch with the ports of the Mediterranean. It is esti-

Little Benny's Note Book

Grandpop came around last night, and him and me was in the sitting room and he pulled a hole handful of pennies out of his pants and counted them, saying, I always like to carry around a lot of pennies. It makes me feel young again, I got 17 of them here.

And he started to put them back and he missed the pocket and all the pennies dropped on the floor, rolling ev'ry which way.

Darn it, conarn it, I've got the roomatism, I can't stoop after them, Benny, you'll haf to pick them up for me, sed grandpop.

With I started to do, getting down on my hands and knees and picking them up one at a time, thinking, O, he awt to give me sum of them for doing this, he awt to give me at least one.

Never mind holding them till you get a lot, feet hand them up to me as you find them, sed grandpop.

With I did, and I crawled around on my hands and knees hunting for them and grandpop kept following me and telling me ware to look and making me hand them up to him as soon as I found them, and I thawt, Maybe he will give 2, this is a hard job.

Thats 15, Benny, your a pritty good hunter, sed grandpop.

Maybe he will give me 3, I thawt. And I found the utbir 2 under the sofa and handid them to him.

17, thats the boy, sed grandpop.

And he put them all in his pants pocket carefull so as not to miss it agen, and then he felt in his vest pocket and took sumthing out, saying, Heer, Benny, heers sumthing for your pannes, it was in my shert wen it came back from the laundry. I was going to keep this, but Ill give it to you.

An wat did he give me but a little yello wooden collar button. Proving that best thing to do is not to expect eny reward, and then even a wooden collar button will serprize you.

mat that Bagdad's trade alone will be multiplied five times in the next ten years, and that the volume of freight which now goes down the Tigris, the Persian Gulf and around through the Suez to Europe and America, will take the shorter and quicker route when the line is open.

Already trains have reached the Euphrates River, where a temporary bridge is built; and from Bagdad north toward old Ninevah the eastern section of the line is in operation. Aleppo, in north Syria, has become a great railway centre; locomotive works and repair shops have been built, with hospitals and many nurses who attend the sick and injured free of charge.

A few more years will see Turkish Arabia a network of busy railroads. The Moslems have always been among the world's most restless travellers; and with the commercial awakening of this old Bible land, traffic of all kinds will go to the railroads.

Then the Garden of Eden, Babylon, the Tower of Babel, Ninevah, the tombs of Jonah, Eura and Mary, and scores of other famous historic spots will be brought within easy reach of the globe trotter.

The excursions "back to Adam's old home" will become as popular as a run out to the Grand Canyon. Then the wild Bedouins, like our Navajos and Apaches, will be photographed and featured in the advertising booklets of the Bagdad Railway Company. Peradventure even the "hanging gardens" of Babylon may be restored by some alert hotel man, and a new palm garden built thereon.

Of course, the apical World War may alter the political aspect of this great enterprise—even ownership may shift; but the road itself must go on to completion as activity. For the world must have a land route to the Awakening East.—World Outlook.

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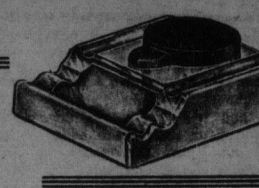
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COUNCIL DISCUSSES

PLAN FOR SUPER-TAX

FOR PATRIOTIC FUND

The proposal of Commissioner Pett

to raise the amount required for

patriotic and other grants during

the present year by a super-tax of ten per

cent on all property was discussed

in the absence of the commissioner,

who is unwell, by the other members

of the city council at the meeting held

at noon yesterday, but no action was

taken. His Worship the Mayor pointed

out that at least \$71,000 would have

to be raised over last year's assess-

ment for fixed charges without any

increase in the appropriations. That

could only be done, he considered, by

raising the assessment by a couple of

million dollars or by knocking out the

restriction of \$1.98 on the rate of tax-

ation, and to do that would require

legislation.

Commissioner McLellan—What is

all this fear about raising assessments

in St. John? There are plenty of peo-

ple in the city who are not valued at

what they should be. There is J. A.

Likely assessed at \$55,000 and he re-

turned \$70,000 for one building lately.

Mayor Frink—If the \$1.98 regu-

lation were not in force it would be

easy to raise the money we want.

Com. McLellan—I have here a list

of firms in the city insured at over

\$300,000 for stock and buildings who

are assessed on \$50,000. He mention-

ed one block which carries four mil-

lion dollars' insurance. "Are the as-

sessors to go in there after the insur-

ance map and say that the value is

only \$300,000?" Com. McLellan said

he would later propose a scale of

taxes on incomes, because, he argued,

anyone giving to a patriotic fund did

so out of his surplus represented by

income.

The Mayor and Commissioners Wig-