

THE TARIFF RESOLUTIONS BEFORE HOUSE

Shell Contract Debate Ad-journed Until Gen. Hughes and Gen. Bertram are Heard from.

Special to The Standard. Ottawa, March 29.—Today has been quiet in the House, conspicuously so after the turmoil of last night when W. G. Kyte, of Richmond, made allegations regarding British contracts placed in the United States by the shell committee of the British government.

Ottawa, Mar. 29.—Sir Thomas White introduced a bill at the opening of the house to levy taxes on business profits, which embodied the provisions of the taxation resolutions adopted in committee a week ago.

The house then took up Sir Thomas White's amendment to the tariff act to provide for the changes in the duties on fuel oils and apples. The change in the duty on oils was objected to by Hon. G. P. Graham, who read a statement signed by a number of manufacturers in British Columbia, who state that the railways which installed oil-burning locomotives on their British Columbia lines in order to protect British Columbia against fire would be obliged to pay a higher price for the fuel.

WORKINGMEN'S HOMES BILL ENDORSED

Committee of Legislature Recommends It—Other St. John Acts—No Opposition.

Fredericton, Mar. 29.—At a meeting of the Municipalities Committee today, a number of St. John bills were considered. An act to enable the city of St. John to provide houses for working men, introduced by Mr. Lockhart, was presented to the committee. The sections of the bill were explained by the Commissioner Potts and McEllan. Commissioner Potts thought that the details of the bill could be well left with the Common Council to be worked out. The idea of the legislation was to improve the condition of the working man's home by securing him a better residence and to do away with many of the poorer class of houses.

Lancaster Sidewalks. A bill asking power for the municipality upon application of the highway board of the parish of Lancaster to issue bonds to the amount of \$15,000 for the construction of permanent sidewalks, was explained by County Secretary Kelley and received the recommendations of the committee, as did a bill to provide a morgue in the city of St. John.

The committee also recommended an act in further amendment to the St. John Assessment Act and an act to amend the Municipalities Act. Criticism of the duty, stating it would be to the advantage not only to the fruit growers of British Columbia, but to every apple grower in Ontario and Quebec as well. It there were any possibility of developing apple growing in the prairies themselves, it would also assist that.

AN AVIATOR'S FIRST TRIP OVER THE ENEMY'S LINES

As Described in the Diary of an Aeroplane Observer.

THE DANGERS OF A RECONNAISSANCE

Things to Look For Beyond German Trenches—Unpleasant Attention of Hun Anti-Aircraft Guns.

(From The London Daily Mail). A most important entry in my little diary, this the day of my first trip across the "lines." And here in the privacy of my thoughts and of my pen let it be said that at first I was troubled with qualms of fear—qualms that I have experienced in previous life after a stormy Channel crossing, or prior to a visit to my dentist.

For a few moments we circled round the neighborhood of the aerodrome to gain height. Then in the first contact with the icy-cold morning breeze I felt thankful that I had taken the sound advice of clothing myself well. I must have looked for the world like an Eskimo or an Arctic explorer in my wool-lined leather coat and overall trousers, a knitted Balaclava helmet, and over that again a skull cap, the whole tied down tightly beneath my chin.

Five miles to the firing line. With my glasses I can already pick out several of our own field-artillery emplacements and a moving up of reinforcements. I look up the sky and see a number of two-battalion infantry. I time the observation on my report sheet; also I discover from my wrist compass—my most prized and valued possession—that we are going in much to the north-west, and tell the pilot so by means of a written message.

Course changed! What are headquarters ordering for the pilot? A reconnaissance over — I puzzle out as well as my own fevered brain will allow me whether reconnaissance will be tactical or strategic, and again whether "line" or "area." For the benefit of those who may perhaps read my diary, I will here endeavor to explain the fine points which divide the two. The former reconnaissance necessitates flying and observing along a line between two given points on the map, these points having been already marked in before leaving the ground. Area reconnaissance, on the other hand, comprises observation of a whole area or district. To do this successfully it is necessary to fly backward and forward several times, thus adding great risk to the adventure, and taking a great deal longer time to accomplish. Hence they are not undertaken very far away from our own lines, and then only if particular information is required.

How to get an early passage across or will be have to climb for our lives above the bursting "Archies!" We are not left long in doubt. The very first shot came within an eye of us, and the air was filled with a promising career. This was a loud report on the ground below, the familiar "sing" of the approaching shell, which at first interests one, but which in the course of time one gets to dread. Then it seemed for the moment that the whole machine had been blown to atoms. But not! We started to climb hurriedly.

SAW THRILLING AIR BATTLE NEAR DOVER

Passengers on Cunard Liner Reaching Halifax Yesterday Watched from Decks British and German Airmen in Spectacular Fight.

Special to The Standard. Halifax, March 29.—A spectacular air fight between five British and two German aeroplanes was witnessed by the captain and passengers of the Cunard liner Andania, which reached port today from London. The air battle was the thrilling incident of the trip. It took place near Dover and the Cunard liner was not far away at the time and passengers say that they could easily distinguish what was going on. Outnumbered by the British machines the German air raiders were defeated but not without a spectacular fight. Some of the passengers declared that one of the German machines was set on fire from the gunfire of the British and that the last they saw of the machine and those in it was when it was plunging downward a mass of flames and wreckage. The other machine, they think, managed to escape. The belief is that had not the British airmen appeared on the scene the Andania would have been attacked. At the time the machines were sighted they were going at a great rate, the Germans being pursued by the British.

McMullen, Toronto, Ont.; L. C. Haley, Yarmouth, N. S.; R. St. J. Preece, Sussex, N. B.; S. Belandean, Lewis, Que.; W. D. Rolston, Ottawa; F. Cummings, Boston, Mass.; J. S. Allen, Winnipeg; C. W. McDougall, Sussex, N. B.; G. W. Holmes, Bridgeport; Lafayette Young, Hamilton, Ont.; A. E. Johnson, Montreal; B. Connors, Black's Harbor; J. Ferguson, Charlottetown; E. A. Woodman, Halifax, N. S.; Mr. J. Campbell, Montreal; C. H. McGee, St. George, N. B.; R. K. Kelley, Halifax, N. S.; L. M. Chisholm, Portland, Me.; E. L. Palmer, Amherst, N. S.; H. Primrose, Bangor, Maine; Austin J. Taylor, Montreal.

Miss Rebecca Mason, a coed at the University of Minnesota, who recently won first honors for women in the National chemistry competition, has decided that she will be a candy and sugar taster.

LATEST TYPE OF HUN AIRCRAFT

Paris papers describe the Fokker aeroplanes of the Germans brought down by French aviators as differing very considerably from the machines of the Taube model. A great deal has been heard of them in recent months as being peculiarly fast monoplanes, with specially effective powers of offence, and it has been suggested that they were superior to anything at present possessed by the French.

The special feature of the Fokker monoplane is that its construction is based on steel tubes covered as a protection against rust by something of the nature of canvas. The tubes are rectangular in section, and are closed at the rear in knife edges. The wings are not of the Taube model, but are copied from the French monoplane type. The motor is armored, and usually of 160 horsepower. It is stated that a speed of 110 miles an hour can be attained, and that a height of 7,000 feet can be reached in ten minutes. The monoplane is designed to carry one person, who is armed with a machine gun, and is so arranged that the pilot can shoot through the propeller straight in front of him. It seems that in all essential points they contain no advantages not present in French models.

The machines have hitherto been kept well in rear of the German lines, and are intended to attack French machines when out on reconnaissance work. The method adopted is to wait until a French machine is seen to approach. Orders are then telegraphed to the German pilot to go up and wait for the arrival of the French machine, and then to attack it direct. Apparently, however, the Fokker monoplane is only used in cases of extreme necessity, as they require large quantities of petrol and oil, both of which are becoming very scarce.

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MARRIAGES

Sudbury-Biglow. The Carleton Methodist church was crowded to the doors last night when a very pretty wedding took place at eight o'clock. The bride was Miss Helen W. Biglow, daughter of Mrs. W. H. Biglow, of Spencer's Island, and the groom Gummer Percy Sudbury, of No. 4 Scobie Battery now in training here. The ceremony was performed by Rev. E. A. Westmorland, the pastor of the church. The bride was given away by her brother Dr. H. E. Biglow, of Mount Allison University. The church was suitably decorated for the occasion with flags and coats of arms. The bride is a very popular young lady, and has been organist of Carleton Methodist church for some years. She looked charming in a travelling suit of blue serge with hat to match, and carried a corsage bouquet.

FUNERALS

At the funeral of George M. Anderson the service was conducted by Rev. J. A. MacKeigan and interment was made in Fernhill. Private William R. Ballantyne, of the General Public Hospital on Sunday from pneumonia, was buried yesterday afternoon with full military honors from W. E. Brennan's undertaking parlors, Carleton. A firing squad from the 115th Battalion gave the final salute over the grave of their departed comrade. Burial took place in Fernhill. Private Ballantyne was attached to the C. A. M. C., and was returning to the firing line from Winnipeg, having come here with an escort on February 4, when he contracted pneumonia.

PROVINCE CANADA. Hon. Dr. Landry's Third in Spite of War Co. the Province is He Ever and Debt of Any Province in Show How People Spent and to Good

Table with columns: Receipts, Expenditures. Includes items like Dominion Subsidies, Territorial Revenue, Provincial Secretary's Office, etc.

ABSTRACT OF ESTIMATES

Table with columns: Service, Expenditures. Includes items like Administration of Justice, Agriculture, Auditor General, etc.

FREIGHT CONGESTION Has Interfered With the Arrival of HEART SONGS. Shipment ordered weeks ago has not yet been received, and probably will not reach St. John until about April 6th. Because of this delay, it is necessary that distribution of these splendid books should be extended longer than was originally planned. Five hundred copies are now on the way. All orders now in this office will be filled as soon as the books arrive. Send along your coupons and money and make sure of getting your copy. Persons living in the city will do well to leave their orders at The Standard office, as we will deliver the books which are paid for, as soon as they come in.

HEART SONGS COUPON PRESENTED BY THIS PAPER TO YOU. HOW TO GET IT ALMOST FREE. Clip out and present five coupons like the above, bearing consecutive dates, together with our special price of 98c. Book on display at office of The Saint John Standard. 5 COUPONS AND 98c Secure this \$3.00 Volume.

DR. J. A. DUFFIN'S KIDNEY PILLS. We are not left long in doubt. The very first shot came within an eye of us, and the air was filled with a promising career. This was a loud report on the ground below, the familiar "sing" of the approaching shell, which at first interests one, but which in the course of time one gets to dread.