

The St. John Standard

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ST. JOHN, N. B., FRIDAY, JULY 19, 1918.

"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.

THE WAR NEWS.

The great successes won yesterday by the French and American portions of the western battle line indicate that at last the time has arrived where the enemy does not possess the numerical superiority to continue carrying the fight to the Allies. While a comprehensive story of the result of the three days' fighting cannot yet be written by the correspondents at the front it is known that at least twenty villages, formerly in the hands of the enemy have been retaken, that the French troops are within one mile of the City of Sedan and hold dominating positions from which they can successfully attack the city at will, that thousands of German prisoners have been captured, that the enemy's casualty list is heavier than in any previous battle of the present year, that the left flank of the German army is menaced and must either withdraw from the Marne or be caught in a disastrous trap, and that the progress of the Allies was so rapid and so well sustained that late yesterday afternoon cavalry was used in pursuit of the fleeing Germans.

The counter-offensive which commenced yesterday morning marks the first aggressive step taken by the Allies since General Poch assumed the supreme control and it is believed that, before commencing it, he was well satisfied that he possessed the force necessary to see it through. How long the present Allied advance will continue is not yet clear but the events of the past day or two amply demonstrate that the balance has swung from the enemy to our own side and that from now on the story in France should be one of continued successes.

In yesterday's fighting the British troops do not appear to have participated, so it is likely that the present advance will be followed by a similar operation on the portion of the line held by the British and Canadians. There is another heavy pounding in store for the enemy, news of which will be awaited with the keenest interest.

AN OFFICER DISGRACED.

An indignant Italy has dealt sternly with General Cadorna, former commander-in-chief of the Italian forces. He has been retired with loss of rank and loss of pay for his failure to stop the German and Austrian drive at Caporetto last autumn. This failure, aside from the collapse of Russia, was the chief reverse sustained by the Allied arms and was, in part, due to a nefarious propaganda resulting in dissension and distrust which paved the way for the enemy's advance. It may be recalled that on that occasion, whole battalions of Italian troops recoiled and refused to fight the Austrians. In fact it was reported at the time that one Neapolitan division opened its ranks and allowed the Austrians to come through. In some of the sectors on the Italian front there was complete demoralization and the only wonder is that the enemy did not continue to Venice and thus inflict upon Italy a blow that would have put her temporarily out of the war.

However, the bulk of the Italian army rallied and with the assistance of the British and French averted that disaster. Cadorna was succeeded in the command by General Diaz, the morale of the army was restored and today Italy is stronger than ever. This was amply demonstrated by the splendid manner in which she disposed of the Austrians when they attempted a second drive a few weeks ago.

An expert, writing of the Cadorna case says that one of the remarkable features of the Austrian success last year was that General Cadorna was well informed of the contemplated movement. For days before the advance commenced the Italian commander-in-chief caused bulletins to be issued stating that he was thoroughly prepared for anything that might happen. He asked for no help, although there was ample time in which the other Allies could have strengthened his lines if he felt such a step was necessary. This circumstance not only made his failure amazing but aroused suspicions and inquiries were set on foot.

Before the Caporetto incident Cadorna had displayed fine soldier-like qualities. He was the only one of the Allied generals who, from the first, had been fighting on enemy soil, and his long periods of comparative inactivity seemed to be reasonably explained by the fact that his army was fighting over the most difficult sort of ground. Now, however, the verdict of an Italian counter-martial indicates that he underestimated the strength of his enemy, or over-estimated his own, or that he was not the only fault of which his commander-in-chief was guilty.

A SERIOUS SITUATION.

One interesting statement made by Col. T. G. Loggie, deputy minister of lands and mines, in the course of his evidence in the Currie investigation at Fredericton on Wednesday should be carefully considered by all residents of this province as indicating a serious time ahead for our provincial treasury. Col. Loggie stated that there was a falling off of about 100,000,000 feet in the quantity of lumber cut from the crown lands of the province. The result, of course, will be a serious decrease in the returns from the largest revenue producing source of the province and means that the administrators of provincial affairs will have to look most carefully to their expenditures if they desire to escape placing the province in a very serious position. It is true that the rate of stumpage has been increased, but The Standard is informed that the increase in the rate will not make up for the smaller cut, while the expenses of the province must continue at this time it is absolutely necessary that the greatest care should be exercised over the provincial finances. The situation demands men of courage and of vision. Unfortunately such men are not to be found in Premier Foster's cabinet. Stronger hands are needed at the helm.

GERMAN WORK IN SPAIN.

The position of Spain in relation to the war is a very profitable one financially for the Spaniards. They are selling large quantities of goods to the Allies and from the Germans are receiving millions of dollars for propaganda purposes.

German propaganda is at its height in Spain. Much of the newspaper and publishing business of the country has been bribed or bought by the Germans and is being used to influence the Spanish people towards the German cause. While much of this propaganda is of a subtle character some of the newspapers are openly hostile to the Allies. German books and pamphlets are being distributed by the thousands among the people. A method of reaching the less intelligent is that of making use of fiction. Paid fiction writers are producing novels in which German characters are heroes and Frenchmen, Americans and Britishers villains.

It is said that these methods are quite successfully serving the purpose of Germany in Spain although many Spaniards, many Spaniards, still wounded in their pride by Spain's defeat in the war with the United States, have become more pro-German since America's entry into the war.

From last evening's Times: "The automobile broke down because of the condition of the roads in the downpour of that day." Can these be the Times as accustomed to sing hymns of praise? Evidently it is about time for Mr. Veniot to take the Times and Telegraph staff on another "joy-ride."

The Kaiser plans that when peace is restored Germany will engage in the industry of extracting valuable nitrates from the atmosphere. Most of the Kaiser's present plans are ending in the same place.

"Germany is destined for great things," said the Kaiser in a recent speech. Right-o, and judging from last night's war news, the greatest licking in the history of the world is one of them.

One of the finest features of yesterday's success in France is that the American troops played a glorious part in it.

When is a free ferry not a free ferry? The people of Perry's Point and vicinity can supply the answer.

THE EDITOR'S MAIL

FREE FAKE FERRIES.

To the Editor of The Standard.
 Sir—Will you kindly allow a small space for a review of the gamble and injustice dealt out to the farmers of Kingston Parish and the travelling public of the surrounding parishes?

Just before the last general provincial election the Murray government had prepared plans and specifications and called for tenders for a bridge across the Kennebecas River at Perry's Point, to replace the much needed old bridge which was carried away by the ice on January 5, 1909. Through this campaign "free ferries" composed the most part of E. S. Carter's speeches, wherever he thought it would bear fruit—when the election was pulled off, the Murray government was defeated by a small margin, through being over-confident—Queens and Sunbury did the trick—not E. S. Carter. Before the Murray roads as it leaves a poor impression

government handed over the reins they awarded the contract for the above named bridge, which had they remained in power, would have been built. When the Foster government took over the reins of office, apparently the first act on the scene was to cancel the contract and establish Mr. Carter's "free ferry scheme." The reading public were told through the columns of the St. John Telegraph and Times that the farmers of Kingston were too loyal to kick about the cancellation of the contract for the bridge, and they would be well satisfied with "free ferries" and a new road built along the shore from Reed's Point to Perry's Point.

The ferry at Gondola Point was taken over by the government and made "free" with two ferry-men, where one man formerly ran it—but there was another act on the scene was to cancel the contract and establish Mr. Carter's "free ferry scheme." All travellers crossing on the Sabbath Day would have to pay toll. Mr. Editor, if that act was called a free ferry, I fall into the trap and will call it a fake ferry, also a bally one—for the farmer knows when he goes on a ferry that it is quite a gamble to tell when he will go off.

Collecting toll on the Gondola Point ferry was going along so smoothly—Mr. Carter thought out another scheme to go one better—he would establish a toll on the Perry's Point ferry on the Sabbath Day, telling the ferryman to use the amount collected for purchasing gasoline and it would help him out.

Mr. Editor, why should Mr. Carter make himself so officious as to order the ferryman to use the amount collected for purchasing gasoline and it would help him out? Day from the public on a free ferry, which was established by the former government several years ago? If the ferryman is to be appointed an official to operate a motor boat between Clifton and Rothesay, in place of the ferryman's son, who performed his duties faithfully in the past, that soreness should be soothed by some other scheme instead of bleeding the farmers and travelling public.

There are too many appointments, and schemes to heal over the so-called sores, which I believe will prove a failure, this will be shown when the next opportunity arises.

All those interested in the bridge can see now through the game played by the investigator, creator and advertiser of an unworthy scheme, if those ferries are to be free, let them be free in full, if not charge a toll and the people will know just where they stand.

Thanking you, Mr. Editor, for the space.

AN HONEST OBSERVER.

HOW ABOUT THE ROADS?

(Woodstock Press, July 16)

During the past week we have been treated with articles in the two local newspapers glorifying the roads and condemning the Press for stating that the roads were not what they should be considering the large amount of money that has been spent on them during the last summer.

The Sentinel published the following: "A citizen made the trip from Houlton in 25 minutes by auto, advises hitting the man, who is complaining of the road, over the head with a sledge hammer. Why the head? Why not deliver the blow on some part of the anatomy where it will do some damage and not break the sledge hammer?"

The bonehead in this case is not the man who says the road between Woodstock and Houlton is bad (with the exception of the part made by Kilburna Currie under the direction of Hon. B. Frank Smith) but the "citizen" who made the trip in thirty five minutes. We have asked many auto drivers what they thought of the citizen's remarks, and the answer was that the others remarked that even if the road was of the very best, considering the hills, the penalty for a sober man running his auto from Houlton to Woodstock in 25 minutes, thus endangering his life and other lives, and least damaging his car, should be one year in the lunatic asylum at Fairville.

The Hartland Observer is even more inconsistent than the Woodstock Press. It is the fact of the matter, it says, by auto over the Carleton county roads and found them, on the whole, excellent. The only newspapers complaining were the Standard and Press. In the same issue appears the following about the roads in York county:—

"On Friday Mrs. H. H. Hatfield, Mr. and Mrs. I. Clark, Miss Grace Brown, Miss Edna Shaw and W. H. Sippell started by auto for Beulah Camp, but a little below Fredericton was discouraged by bad roads and turned back, arriving here Sunday evening."

Comment is unnecessary. A St. John commercial traveller coming by auto from Fredericton to Woodstock last week had to have his auto hauled out of the mud three times between the two cities. Harry Jones, coming home at the week-end with an auto party had to borrow a shovel at a farmer's house and then release his car from the mud. The fact of the matter is that the government did not start work on the roads until three weeks ago; the gutters were ploughed out and the grass and mud were placed on road, as they used to do in our grand-father's days; then the rain came and the roads were impassable.

A Woodstock gentleman made an auto trip from his town to St. John, returning last week, and to the Press he said:—

"I went to St. John on the west side of the river, and returned by the back country through Woodstock and Blissfield to Fredericton. The only good pieces of road I found were at the Barony, three miles through Gary and part of the Rothesay road. I found on the road rolling rocks and trees; at Reed's Point, 24 miles above Fredericton, I found the workmen digging the soupy muck out of the gutters and ditching it in the center of the road. This kind of work was also done in other places; in many places the roads needed skirting as the bushes dragged on the side of the car. There were a few spots where the road commission-ers showed some judgment by filling the ruts with gravel and rolling, but on the whole the roads showed neglect, and the auto journey was not an agreeable one."

The Press regrets that it is necessary to refer to the bad condition of the roads as it leaves a poor impression

Little Benny's Note Book

BY LEE PAPE.

Every time my Skool report is pretty good pop gives me 5 cents, and yesterday I sed to him, Pop, we got our reports today, heers mine, its pritty good pop.

Then I suppose there's 5 cents due on it, sed pop. And he gave me 5 cents, saying, Let me give it the once over. Meaning he wanted to see it, and I handed him the report and he started to read it, saying, Lang-widge, F. Wats F?

Well, many grate men were only fair in langwidge, sed pop, Napoleon was once herd to say in French to one of his generals, I aint saw nobody worse than you sints I joined the army, and Alexander the Grate frequently neglected the report, saying, Joggriffy, F. well, F. I sent an especially ambitious letter, but then anybody thats even fair in Joggriffy in these times, when Joggriffy is in a different place every time you pick up a newspaper, Izent doing so badly.

And he kept on reading the report, saying, History, F. my go, the F's predominate, to say the least. Conduct, P. ah, heers a br go, letter, Wats F?

Sir, I sed.
 You herd me, sed pop.
 Poor, I sed.
 Give me back that 5 cents, sed pop.
 Its in my pocket, I sed.
 Well take it out, sed pop.
 Wich I did.

on tourists and auto parties who may contemplate a visit to the province. We should much prefer to say that they are equal to the Maine State roads. Our sole object is to endeavor to have the roads improved. Anything we have or might say will avail but little with the government.

However, we can say to our would be visitors, come anyway, take advantage of our fishing and shooting privileges, and feast your eyes on the beautiful scenery along the valley of the St. John River which cannot be excelled anywhere on this continent.

A BIT OF VERSE

CANADA'S SOLDIER BOYS.

They are fighting men, every one of them.
 Canada's soldier boys,
 On the firing line, they've done so fine.
 Fills our hearts with joy,
 The world's fame, they've got that name.

They are all right you bet,
 They're bound to win, till of vim,
 They'll get the Kaiser yet.

That's the kind of men come from Canada,
 That's the kind of men who will always try,
 You can beat them never,
 Because they are too clever,
 It's the maple leaf forever,
 That is why.

Find the sand in No Man's Land,
 In our soldier boys from home,
 Stand their ground, can't be downed,
 Always hold their own.
 Kaiser's line they'll smash in time,
 "Power" it for fair,
 So they can tell who went to—
 On that place called Over There.
 —M. Garey, Fairville.

A BIT OF FUN

A Real Need.
 (From Tim Bitts.)
 The mistress of the house was obdurate.
 "No," she said, firmly, "I don't want no buttons no no laces."
 Putting his foot in the fast-closing door, the tramp held up his hand.
 "Here you my lady," said he, "Grammar for Beginners," only six-pence!"

The Veteran.
 (From Judge.)
 A few months ago at Fort St. John, N. Y., a new arrival was asked if he had any previous military experience, to which he replied in the affirmative, "Federal Army," asked the clerk, "No, Salvation Army," answered the recruit.

Retired in Bad Order.
 (From the Boston Transcript.)
 Judge—The complaint against you is that you deserted your wife.
 Prisoner—I ain't a deserter, judge; I'm a refugee. Look at the welts on my head and this black eye.

As Usual.
 (From The Jester.)
 Professor (in Junior class)—I go in the cigar store, lay down twenty-five cents, get my cigar—
 Voice (from the rear of the class)—And twenty cents change.

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Men's Seal Brown Calf Low Shoes, have been selling at \$8.50, all sizes, \$7.00.

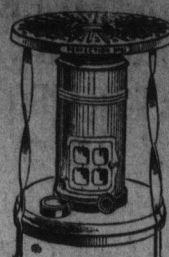
Men's Dark Tan Calf Low Shoes with Neolin soles and solid rubber heels, have been selling at \$7.00, all sizes, \$5.50.

Men's Black, Gun Metal Calf Low Shoes with Neolin soles and solid rubber heels, have been selling at \$6.50, all sizes, \$5.00.

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