

The St. John Standard

Published by The Standard Limited, 32 Prince William street,
St. John, N. B., Canada.

H. V. MacKINNON,
Managing Editor.

ALFRED E. McGINLEY,
Editor.

YEARLY SUBSCRIPTIONS
By Carrier \$5.00
By Mail 3.00
Semi-Weekly, by mail 1.00

United States Representatives:
Henry DeClerque, Chicago, Ill.
Louis Klebahn, New York.

British Representative:
Frederick A. Smyth, London.

Advertising rates on application.

ST. JOHN, N. B., TUESDAY, APRIL 27, 1915.

"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 CASE OF MR. OLIVER.

Liberal newspapers which have expressed concern over alleged "scandals" in connection with the filling of some army contracts, and which, for political purposes only, have not hesitated to attempt to bring discredit upon a great Canadian industry, are not burdening their space with demands upon Sir Wilfrid Laurier to take official cognizance of some transactions revealed by the Ferguson report. Yet that report involves Hon. Frank Oliver who, for some years, occupied the position of Minister of the Interior in the Laurier government.

When the report of the commission appointed to investigate the building of the National Transcontinental Railway was presented to Parliament, the Liberal press attempted to excuse the scandalous revelations it contained by the claim that it was a "partisan document," and "wholly untrue." This excuse cannot be employed to shield Mr. Oliver, for, in at least one case, he himself has admitted the truth of the statements made, but declares it was legitimate business. The facts of that one transaction are substantially as follows: The amended contract under which the Grand Trunk Pacific Railway was constructed was made and ratified in 1904, and from that time to 1911 the company had intimate business relations with the government of the day in the way of obtaining loans, securing concessions for branch lines, arranging for townships or terminals, building the road under government supervision and at all times desiring the good will of the ministers of the Laurier cabinet. Mr. Oliver became Minister of the Interior in 1905, succeeding in that position Hon. Clifford Sifton. He remained in office until the Laurier government was turned out of power, so it will be seen at once that the Grand Trunk Pacific Railway Company, having an eye to the undertakings in which they were engaged during his term of service, would, naturally, wish to have his favor.

At that time Mr. Oliver owned the Edmonton Bulletin, a newspaper which for years he had published and edited under the name of the Bulletin Company. Upon his entry to the Laurier cabinet the Bulletin Company was reorganized and \$20,000 paid to him for his property. He, thereupon, subscribed 200 shares of the new company at \$100 per share, while 150 shares stood in the name of Frank Scott of Montreal. Mr. Scott is treasurer of the Grand Trunk Pacific Railway Company and was one of the witnesses called by Commissioner Ferguson. In his evidence he stated that on October 1st, 1905, he sent \$15,000 to Edmonton and in return received certificates for 150 shares of stock in the Bulletin, which stock he held "in trust for the company." He declared that he had never attended a meeting of the newspaper company, nor had any other representative of the railway company, and that he had received no dividends on the stock.

The Grand Trunk Pacific Railway Company is composed of wideawake men who do not usually invest money unless they can see a return "in cash or in kind." Neither is there any general knowledge that one of their playful habits was to purchase stock in newspaper or printing companies. In fact, Mr. Scott, when under oath, was unable to recollect another instance where they had done so.

It is most peculiar that the date of the purchase of the newspaper stock "synchronized" with Mr. Oliver's appointment as Minister of the Interior, and that the Grand Trunk Pacific's relation with the government of that day was such that it would be distinctly good business for them to have a "friend at court." By virtue of his office Mr. Oliver, had he desired, could have been of great help to the railway company. Was he? Did his newspaper stock also carry a bonus in the form of aid when needed?

In the light of the facts already established it is high time for the Liberal newspapers to ask Sir Wilfrid Laurier what he intends to do concerning Mr. Oliver? Mr. Oliver has already been nominated as the Liberal candidate in Edmonton. Is Sir Wilfrid Laurier prepared to accept him? Are the Liberal newspapers prepared to defend his candidacy?

THE WAR SITUATION

It now develops that the heroism of the Canadian troops in the action against the Germans on Friday of last week played a most important part in the defeat of the German attempt to break through the Allied lines. The Germans had prepared for a mighty attack and delivered it in force. The Allied line, if not broken, was, to quote the war summary, at least "dinged," and it is to the everlasting credit of Canada that her sons were first to recover themselves and, by a charge that will live in history, regain what ground they had lost and make a large number of German prisoners. Despatches tell us that the French and Belgian troops farther along the line, also heavily attacked, recovered speedily and regained lost ground. It cannot be denied, however, that the Germans scored a temporary success and in at least one section of the fighting lines have driven the Allies across the Ypres Canal, and established themselves, temporarily at least, on ground formerly held by our troops.

The general opinion of observers is that the German success is but a flash in the pan, a temporary advantage due in part to superiority of numbers and partly to the impetuosity with which it was delivered. The British and French armies facing the enemy are believed to be sufficiently powerful to retake the lost ground when it is deemed advisable to do so. The battle is continuing with unabated fury and heavy losses on both sides, and it is now believed it may develop into the greatest struggle of the war.

Elsewhere the past few days brought little change in the situation. The Allies have landed troops under cover of the warships in the Dardanelles and are advancing against the Turkish positions. The attack there is being conducted vigorously from both land and sea, the powerful ships of the British and French navies having resumed their bombardment of the forts.

Aside from the operations in Flanders and against the Turks, the most interesting news comes from Holland, where ports have been closed in anticipation of a naval engagement between the British and German fleets. Some days ago it was intimated that the Allies were closing in on the German naval bases and that since Von Tirpitz would not bring his High Sea fleet to battle it might be necessary to force them to fight by an attack. A German report declares that the fleet has gone into English waters without encountering the enemy, but this is not credited. From all reports of naval activity and preparation on both sides can be gleaned information on which to base the opinion that a naval engagement cannot be much longer delayed.

"Though a very large number of policemen have enlisted in the army since the outbreak of the war," says a London newspaper, "many local authorities, by securing the services of young recruits, instead of extending the service of time-expired men, have certainly tended to hinder recruiting for the army." The Metropolitan Police Force has given more than 3,000 men to the colors since August 3, and numbers are still enlisting; but it, too, has been recruiting men of good physique between the ages of twenty and twenty-seven since the war broke out. There may be some explanation for recruiting these stalwart young fellows, who are "collected" from Land's End to John o' Groats, but it is not easy to understand why the police authorities are allowing their time-expired men to go into retirement without any endeavor to retain their services. Men of from forty-six to forty-eight years of age, who have performed twenty-six years of service, are leaving the police force every week on a pension without being asked in a time of emergency to extend their service."

The British Postmaster General, speaking at Bristol recently, said that every day the postal department took to the front in France 400,000 letters and 50,000 parcels. He thought it was undesirable to give a cheaper rate for parcels because the transport was limited. One lonely soldier in the trenches advertised for correspondents, in a newspaper, and three days later 3,000 letters, six bags of small parcels and ninety large parcels were delivered to him. If all soldiers did the same thing the postal system would break down.

MOVING DAY MAY

SEE FEWER CHANGES

Many tenants already through ordeal—No general disposition to increase rents.

It seems likely that there will not be quite as many people removing to new habitations this year as in former years, but already a large number have forsaken old quarters for new. Tenants and others, who at this time of the year are ordinarily only fairly busy removing the goods and chattels of the citizen afflicted with the change-lust, report that people are getting away to new spheres of home life much earlier than usual. No doubt on Saturday, and thereabouts, there will be much hustle and bustle, a time when all hands will be requisitioned to help in the get-away, but earlier departures this year have been distinctly noticeable.

Enquiries have failed to elicit information of any general desire on the part of landlords to materially increase rents. On the whole there seems to be an understanding that no increase is called for this year because of unusual conditions in the real estate market brought about by the war and financial conditions generally. The disposition seems to be to retain old tenants at present, or even reduced rentals rather than seek new ones at an increase.

TAKES OFF DANDRUFF HAIR STOPS FALLING

Girls! Try this! Makes your hair thick, glossy, fluffy, beautiful.

Within ten minutes after an application of Danderine you cannot find a single trace of dandruff or falling hair and your scalp will not itch, but what will please you most will be after a few weeks' use, when you see new hair, fine and downy at first—yes—but really new hair—growing all over the scalp.

A little Danderine immediately doubles the beauty of your hair. No difference how dull, faded, brittle and scraggy, just moisten a cloth with Danderine and carefully draw it through your hair, taking one small strand at a time. The effect is amazing—your hair will be light, fluffy and wavy, and have an appearance of abundance; an incomparable lustre, softness and luxuriance. Get a 25 cent bottle of Knowlton's Danderine from any drug store or toilet counter, and prove that your hair is as pretty and soft as any—that it has been neglected or injured by careless treatment—that all you surely can have beautiful hair and lots of it if you will just try a little Danderine.

REPAIRING A BATTLESHIP WHILE AT SEA

A battleship need not necessarily go home—into dock, that is to say—to have anything done to her. Within reason she can be repaired at sea, thanks to the various "repair ships" which are generally in attendance on a modern fleet.

Of course every big warship nowadays has on board a blacksmith's forge and small repair shop, but naturally such a force cannot handle everything. Unless a breakdown is very serious the damage is repaired by the ship's electricians and artificers. They call them "tiffies" in the navy for short.

There are a number of famous repair ships, ships whose duty it is to patch up, on the high seas, any damage done to one of the units of the fleet.

The most famous of the ships are the Ark Royal, the Vulcan, the Cyclops, and the Assistance.

The Ark Royal is the only repair ship of its kind in the whole world. It is nothing more nor less than a floating aeroplane factory, having on board appliances and materials for mending and building seaplanes, spare aeroplanes engines and parts, as well as spare seaplanes all ready to be flown.

She is at present with the fleet that is bombarding the Dardanelles, for seaplanes there are almost as important as battleships.

For years he was instructor in Food Chemistry, Dietetics and diseases of the digestive organs in the largest medical institution on the Continent. His experience has been drawn from the treatment of thousands of Free Clinic patients, and his "Roman Meal" is the outgrowth of this experience and scientific knowledge. Dr. Jackson's Roman Meal is in line with Nature's demands and will positively aid digestion and prevent constipation, or "money back." Because "Roman Meal" is a natural food, aiding digestion and preventing constipation, it will also relieve the conditions caused by these troubles, such as cloudy, pimply skin, headaches, foul breath, and general sluggishness due to an overworked or "torpid liver." Ask your doctor. At leading grocers, 10c, and 25c.

ROMAN MEAL
A FOOD THAT PREVENTS INDIGESTION
RELIEVES CONSTIPATION

Little Benny's Note Book.

By LEE PAPE

My cousin Artie and me played fifeing in the trenches in my setting room today, my trench being awn wun side of the sofer and Artie's trench being awn the uthir side, the ammunishin being pillows, ony we coodent make mutch noise wile we was firing them, awn akkount of pop being asleep awn the sofer and supposid to be a woundid soldier without knowin' it.

Look out for this wun, its a shrapell bum, sed Artie. And he throo a pillow ovr the sofer and it went rite past pops faas awimost tutching his nose, and pop rinkelid his nose and sed something in his sleep as if he was dreaming sumthing was happiniaz, wich sumthing was.

Hay, look out for the woundid soldiers, will you, I sed. Thats awl rite, hes unconshies and cant feel anything, sed Artie. And he throo anuthir pillow rite past pops nose and pop rinkelid it agen, saying in his sleep, Wat the heck.

Unconshies nothing, dont you heer him calling for wattr, I sed. And I throo a pillow ovr and Artie throo wun at the same time, and they met setch uthir in the air and both calm down awn the woundid soldiers cheat and stayed there, and me and Artie quick ran out in the hall, but we didnt heer anything, so we looked in the room agen and pop was still asleep with the 2 pillows awn his chest.

Hah, the battle aint ovr yet, sed Artie. And we went back and got down in our trenches agen, and awl of a suddin aied, Heds up, heer kums an aeroplane.

And I throo a big pillow rite up in the air, ony insted of kumling down in Artie's trench wat did it do but fall rite awn top of pops faas, and pop yelled out and sat up strate as if it was a reel aeroplane awn his faas, and me and Artie slid down the bannistirs and ran out the frunt door making so mutch noise laffing we coodent heer weathir the woundid soldier was calling us or not, ony he probberly was.

tant as ships. Without the seaplanes, indeed, the big ships would be unable to tell whether they had got the proper range for smashing up the Turkish forts.

The Cyclops is equal in capacity for work to a dockyard employing 300 hands, for she carries that number of skilled mechanics in addition to her crew. Every inch of room on board that can be spared is given up to the various "repair shops."

The famous repair ship has on board a complete foundry where castings can be made, and she is capable of turning out a new propeller for a battleship, and a battleship's propeller is not a small thing.

One of the curious things that would at once strike any visitor to the Cyclops is an enormous wooden anchor hanging over the side of the ship. This anchor is, of course, not used for anchoring, but is one of a set of "templates" or patterns which the vessel carries for all sorts of castings required in the navy.

In addition to her big repairing plant the Cyclops carries a large distilling apparatus sufficient to supply fresh water to a number of ships, as well as ice-making machines and refrigerating rooms to keep food fresh during hot weather. No other ship in the world is fitted so completely with forges, smithies, furnaces, and a big steam hammer as the Cyclops.

The Assistance is a much smaller vessel, though she can carry out many repairs which are too big for an ordinary ship's workshop.

The Vulcan is a special repair ship for torpedo boats. She is really a converted small cruiser of 7,000 tons. One of the first things a visitor would notice about her would be two huge cranes amidships. These cranes are worked by hydraulic power and will lift a small vessel clean out of the water on to the deck in half a minute or so.

The foundations of these cranes are fixed right on the keel of the Vulcan, otherwise the ship might dangerously

heel over when heavy weights are being lifted.

This repair ship, one of the oldest in the navy, by the way, carries launches on board which are used for mine sweeping, and below deck she can carry a hundred torpedoes as well as some hundreds of mines, ready to hand out to any ship that wants them.—Pearsone.

DR. A. W. CHASE'S 25c. CATARRH POWDER
Is sent direct to the diseased parts by the Improved Blower. Heals the ulcer, clears the air passages, stops drops in the throat and permanently cures Catarrh and Hay Fever in a box, a blow free. Accept no substitutes. All dealers or send money to Dr. A. W. Chase, Limited, Toronto.

Misses and Children's Black and Sand Cloth Top Button Boots

Misses Patent Black Cloth top Button Boots, sizes 11 to 2, \$2.30, \$2.75
Misses Patent, Sand Cloth Top Button Boots, sizes 11 to 2, \$3.25
Misses Dull Calf, Black Cloth Top Button Boots, sizes 11 to 2, \$2.75
Misses Vici Kid, Black Cloth Top Button Boots, sizes 11 to 2, \$2.25
Child's Patent, Black Cloth Top Button Boots, sizes 8 to 10 1-2, \$1.95
Child's Patent, Sand Cloth Top Button Boots, sizes 8 to 10 1-2, \$2.85

Mail Orders by Parcel Post.

FRANCIS & VAUGHAN,
19 King Street.

A Nice Verandah

Can be built at moderate cost, with Turned Verandah Posts, Rails, Balusters, Flooring. Write for Price List.

CHRISTIE WOODWORKING CO. Ltd.
Erin Street.

When Peace Comes Will You Be Ready?

Wise men tell us that times will be brisker and opportunities greater than ever before. Now is the time for preparation. Send for our Catalogue.

S. Kerr, Principal

DESIGNING and ENGRAVING for all Illustrative Purposes
HIGH CLASS PRINTING promptly delivered
FLEWELLING PRESS
BRADINE BUILDING
85-12 PRINCE WILLIAM STREET

Good Judges of BREAD

Prefer **BUTTERNUT**
See How YOU Like It

CONVENIENT—Burns coal, coke, or wood. Large feed doors make firing easy.

McClary's Sunshine Furnace

Water pan is filled without removing. See the McClary dealer or write for booklet.

Sold by M. J. Sliney, City. Sumner Co., Moncton, N. B. Boyle Bros., Enniskillen. Grant & Morin, St. George. J. W. Montgomery, Hartland. W. S. Fairweather, Sussex. R. Chestnut & Sons, Fredericton. Jas. Wilson & Sons, St. Stephen. H. H. Falkner, Woodstock. L. A. Dugal, Edmundston.

MODERN TIME PIECES

The accurate Time Keeping qualities of "The Modern Watch" are to be found in the Watch of Moderate and even Low Price, as Compared with those of our Grandfathers time. Our large stock of Watches, are from "The Best" only of the "Modern Watch Factories". You should consult us about Watch accuracy. **Ferguson & Page,** Diamond Importers and Jewellers—King Street.

Johnson's Wood Finishes

We carry a very complete stock of these widely advertised and noted FINISHES for finishing new or refinishing old wood, furniture and floors in the latest and most artistic way.

Johnson's Wood Dye
For the Artistic Coloring of all Woodwork, Furniture and Floors. In Various Shades
Size 1-2 Pint Pint Quart
Each, . . . 30c. 50c. 85c.

JOHNSON'S PREPARED WAX, for polishing all Woodwork, Floors and Furniture, including Pianos. Preserves the varnish on a motor car. In cans, price per pound50c.

T. McAVITY & SONS LTD., 13 KING ST.

Printing

You Want Printing
We Want Your Orders
Come In and Ascertain the Cost
THE STANDARD JOB PRINTING CO.
St. John, N. B.

D. K. McLAREN, LIMITED

OUR BALATA BELTING
BEST ON THE MARKET
MADE ENDLESS TO ORDER IN TWO DAYS
Complete Stock of All Sizes
64 Prince William St. Phone Main 1121. St. John, N.B.
D. K. McLAREN, LIMITED

WHAT SHALL IT BE?

"FOUR CROWN SCOTCH"
—to be sure.

Sold Everywhere.