

The St. John Standard

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ST. JOHN, N. B., WEDNESDAY, JULY 7, 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 "BOUGHT AND PAID FOR" NEWSPAPERS AND THE N. T. R.

The truth of the old adage "circumstances alter cases" is well exemplified by the present attitude of the Telegraph and Times toward the National Transcontinental Railway. Yesterday morning the Telegraph editor exerted himself to prove that the road was an excellent one, that the Grand Trunk Pacific's reputation of the contract was not due to the fact that the road could not be profitably operated, but that it had been discredited by the present Government, that to earn the \$14,800 rental per day was an easy matter, and that all remaining now was to provide the proper facilities for the road's connection with St. John so that this port should adequately benefit by the traffic to be shipped over that line. The editor of the Times, less discreet than his colleague of the Telegraph, followed the lead, last evening, by declaring that "aside from efforts made by the Borden Government to bedevil the whole enterprise, there is nothing the matter with the National Transcontinental, and it should now have proper connection and terminal facilities at the port of St. John, as designed by the Laurier government."

Of course many things have happened since 1904 when the proposal to build the N. T. R. was first under consideration. There is a Conservative Government in power in Ottawa and, consequently, the chance of St. John benefitting from Canadian trade, no matter what road carries it, is much better than it was under the Laurier administration. Also new interests own the Telegraph and the Times, which may account for the change in the attitude of those newspapers. But the same men are still producing the editorials for those sheets, even though they receive their pay from different hands. That they now defend where they then criticized is not to be taken to indicate that the N. T. R. has grown in favor, but rather that the editors of the Telegraph and Times are prepared to whistle the tune suited to the purpose of their paymasters. They were paid to condemn in 1904, what today they are paid to praise, yet the scheme is either as iniquitous today as it was eleven years ago, or else it held as much merit when proposed as it does now.

Except in the matter of enhanced costs the N. T. R. scheme is no different today than it was in 1904. The contract to lease, which the editor of the Telegraph has declared absolutely safeguarded the country, was drawn by the Laurier government, and has not been changed by the addition or removal of a comma. When the matter was before the House of Commons a few months ago Hon. Arthur Meighen declared that the Laurier contract was so loose a horse and cart could be driven through it and that, if the Grand Trunk did not desire to live up to it, they had ample opportunity to escape. The editor of the Telegraph on that occasion declared that Mr. Meighen by his statement, was helping the company and injuring the country and that the company could be forced to make good. This was not the Telegraph's opinion in 1904 for we find on November 1st of that year, two days before the Dominion election in which the N. T. R. matter was the paramount issue, the editor of the Telegraph came out bitterly against the Laurier government for making such a contract and remarked: "To talk of binding the Grand Trunk and Grand Trunk Pacific by such a contract as the existing one is to talk of binding these giants with ropes of straw." The Telegraph's fears have been realized, although its editor today will not admit it but leaves it to his brother on the Times to declare that aside from the bedevilling the enterprise received from the Borden Government the N. T. R. is alright. Judging from his own record the Telegraph editor, himself, had a hand in the bedevilling process long before the Borden Government assumed the reins of office.

The iniquity of the Laurier bargain evidently proved heavily on his mind

for we find that on the following day, November 2nd, 1904, he returned to the discussion of it when he showed evidence of being even more deeply peeved. On that occasion he remarked: "Mr. Blair, who was in the cabinet and who knew all the secrets of the administration said he could not force the G. T. P. bill through parliament unless he wore a mask and carried a dark lantern. No comment is required to strengthen this characterization of the government's bargain with the Grand Trunk." Evidently Sir Wilfrid was preparing to hand the country a white elephant and the editor of the Telegraph, for pay, was dutifully warning the people against accepting the gift.

On November 2nd, election day, he was almost dependent, for he sadly remarked, "The question has been argued and reargued but the faults of the G. T. P. scheme only become more glaring the longer they are under discussion." If this was true in 1904, how much more true is it today, when the people have learned of the graft and waste and negligence for which the Laurier hunkie was responsible. Yet the Telegraph tells us that a plan which when proposed had glaring faults, has suddenly become perfectly correct when carried out.

The day following that election, when the Laurier scheme had carried but St. John voted against it because of the dangerous effect the G. T. P. was expected to have on this port, the Telegraph took what comfort it could from the fact that St. John, at least, had done its duty even though the rest of the country had failed. We were told on November 4th that "the G. T. P. cow is to be milked in Portland but not with the consent of St. John" and the stand taken by the voters of this city in returning Conservative candidates in opposition to the plan is explained by the Telegraph in this way: "The safety of the port and the fear that Portland and the Grand Trunk combined would rob St. John of her hard earned position as the outlet for Canadian products spurred many to vote and secure votes who at other times would have been impassive."

The N. T. R. scheme was carried out exactly as Laurier planned it. The road was built by a commission of two lawyers, a paper bag manufacturer and a grain broker. Under such conditions it is natural there should be waste and negligence. The route was chosen where it would not benefit St. John but could help Halifax. Instead of coming to this port, as Mr. Blair and the Telegraph and Times demanded, it was carried beyond St. John to Moncton where it could go on to Nova Scotia at the behest of Mr. Fielding and the solid eighteen. That was a crime against St. John. That the Telegraph and Times defend it today does not detract from the crime, rather does it emphasize the willingness of the versatile gentlemen editing those newspapers to declare "Very good, Lord, most excellent Devil!" it all depends which hand holds the paper envelope. Criticism or commendation from such sources are alike valueless.

THE RUSSIAN CAMPAIGN

Despatches of yesterday and the day before indicate that the situation in the eastern war zone is considerably brighter from the Russian standpoint. Even Berlin advices do not claim successes except on the extreme north of the line; apparently the advance on the remainder of that great battle front has been left to the Austrian troops. There is evidence, meanwhile, that the Russian opposition has stiffened and, eventually, it may prove that the great victories claimed by Germany were not victories in the strict sense of the word, but represented advances over undefended territory. This view is strengthened by the report of Russian losses compared with those inflicted on the enemy. In almost every case Germany, the attacking party, was the heavier sufferer; it seemed to be the policy of the Russians to retire without pitched battles and inflict as much damage as they could without exposing themselves. The Russian commander-in-chief has already proven himself a strategist of the highest order and it is not impossible that the

retirement was planned long ago and carried out with the idea of drawing the Germans far from their railways and bases of supplies.

Military observers, familiar with the country over which the campaign is now being fought, are of the opinion that the Germans are on dangerous ground, that reinforcements of men and munitions which would make it possible for the Russians to stand their ground and, possibly, resume the offensive might turn what is now called a German success into a disastrous defeat. While these opinions are being expressed by skilled observers, stories are growing to the effect that Russia is receiving great supplies of munitions through the port of Archangel and that to get these up to the battle front the railways have been commandeered: it is also said that hundreds of thousands of trained and equipped men have been mobilized at various points in Russia and are all ready to proceed to the fighting lines when the word is given.

While these enormous preparations have been going on the Russian Grand Duke has been skillfully withdrawing his armies, making a show of resistance where necessary, fighting a spirited action here, refusing the challenge at other points, but always drawing the enemy on into a country where, when the time came for a stand and a decisive battle, conditions would be in Russia's favor. For weeks this has kept up until now comes the news that the Russian opposition has stiffened and the enemy checked. Is it the turning point? While it is unwise to be too optimistic as to developments in the east it must be remembered that the German advance on Paris was very much like the Galician campaign; once checked at Ypres the tide of fortune turned against them. History may be repeated in this case. At any rate all indications point to great developments in the eastern war zone during the next couple of weeks and it is not believed the result will be unfavorable to the Allies.

PREMIER NORRIS

DENIES STATEMENTS

Winnipeg, July 6.—A newspaper quotes Premier Norris as denying "most emphatically and categorically" that the statements made by ex-Attorney-General Howden, linking the former's name with the alleged \$50,000 election protest deal.

France Building Many Submarines

(Lincoln Eyre, in the Boston Globe.)
Toulon, June 25.—At the French Naval Arsenal around which this little city sprawls, I have just seen an experiment being made with a device which is likely to destroy the value of mines in maritime warfare, inspected a whole fleet of submarines in process of construction and unlike any now afloat, and had described to me the nature of an invention, through which the torpedoing science may be revolutionized.

Then the marine mysteries hidden away behind the high wall surrounding the Toulon Arsenal there is nothing more important in the successful prosecution of the Allies' war on the water. The forcing of the Dardanelles may hinge upon any one of these three experiments. If all three turn out as well as expected, French naval experts say, the entry into Constantinople is a matter almost of weeks.

Yet hitherto not a word has appeared in print on the subject, for the simple reason that until now no newspaper man of any nationality has been permitted to visit the inner sanctum of the greatest French navy yard. Even the personal letter of the Minister of Marine himself, requesting the Maritime Perfect commanding at Toulon to facilitate in every respect my visit was subjected to the most careful scrutiny and became the open sesame only after I had produced other documents proving me to be the rightful holder of the permit.

For some of the places we inspected it was necessary for the adjutant to have a special pass. Every officer and man working in the Arsenal has his appointed post and is forbidden to stray far from it. There is only one official empowered to go anywhere at any time, and that is the Admiral holding the office of Maritime Prefect.

Yet the town of Toulon is as wide open as any in France. No special regulations are in force and outside the Arsenal one can wander about at will. The French officers are greatly amused at the stories about the difficulties surrounding a visit to the town of Kiel.

One of them explained the difference between the two bases as follows: "In Kiel they are carefully guarding a fleet of canal-boat warships; in Toulon we are well guarded by navies which have swept the seas." Nevertheless those French officers expressed great respect for the German submarines and their crews—while at the same time expressing hor-

Little Benny's Note Book.

By LEE PAPE

Me and pop was downtown today, awn akkount of pop buying me a noo pair of shoes, awn akkount of me needing them, and awn the way hoam we cam to a lot of peopl watching a man rite things with chawk awn a blackbord in frunt of a noospapir place, being a good way to get the nook without buying a papir, I gess.

Here's a chance to hold our fingr awn the pulse of the world for a few minits, sed pop. And me and him stopp'd to watch the man, to, wich the man was riting, London, 3 moar Zepperlin raids reported 30 miles from London, sevrl killed.

Wat do you know about that, I woodent mind watching a Zepperlin raid, it must be a grate site, sed pop.

Wich it must be and jest then the man with the chawk rote up awn the blackbord, Petrograd, 9500 Austrian primners reported capured in yestiddays fiding, with moar than 3,000 killed or wounded.

Wy didnt they capure an even 10,000 wile they were about it, if a things werth doing, its werth doing well, thats my mottor, sed pop.

Wich jest then the man rote, Rome, it is officially announst that the Itallians with grate loss of life have capured 3 important Austrian sites.

Only 3 beh, sed pop.

And the man with the chawk rote, London, the war is now costing Ingland 15 millijn dollrs a day.

O well, if its a good war its werth it, sed pop.

Wich jest then the man with the chawk rote, The hoam team lost its good nite, thats terribil, sed pop, thats ferror, thats criminnl, come awn Benny, lets get away from heer, I cant bare to look at that bord eny lawngir, O thats the limit.

And we kepp awn going hoam, leeving the man with the chawk still riting, being a pritty good riter, awl rite.

ror of the kind of warfare they are waging.

They failed to agree with the British policy of treating captured submarine crews as criminals; the German commanders, they feel, are merely fulfilling the first duty of a naval sailor, which is to obey orders.

It is not clear who should be held guilty of murder, but the men higher up. In French eyes the latter are the Kaiser, von Trepitz and Ballin. The last named originated the idea, they believe, von Trepitz carried it into effect and the Kaiser sanctioned it.

That the United States should acquiesce for a moment in submarine assassination is altogether inexplicable to French naval officers.

Of course it hardly needed my visit to prove that the Germans are having no monopoly of the submarine. I am thinking of the rejuvenated hull of the battleship Gaulois, brought to Toulon for repairs. The renovations to

the Gaulois's armor belt have made her far stronger than she was before.

Thousands of men were adjusting a gigantic net of steel. I learned that this was the first of a series of experiments having as its object the protection of men-of-war from submarine mines.

Near where the Gaulois lay was moored a familiar looking vessel which seemed out of place, even in its gray war paint. It was the Lorraine of the French Line, long since commandeered for transport purposes, and the sight of the liner was like meeting an old friend. She had come to the arsenal for a few minor repairs.

Then suddenly out of the setting sun came a great ship painted in green and white stripes and flying a white flag with a red cross. An ambulance launch raced past us toward the new-comer, which let fall her anchor as it in weary relief.

She was a hospital ship from the Dardanelles. Every inch of her deck space seemed to groan under the weight of the wounded she bore.

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