

The St. John Standard

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ST. JOHN, N.B., MONDAY, JANUARY 14, 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.

A PARTY AND A LEADER.

One of the interesting political reports to come from Montreal during last week, but one that is not thought to have the backing of fact, is that Sir Wilfrid Laurier was considering resigning office as leader of the Liberal party in Canada and had suggested Mr. Mackenzie King as his successor. The Standard learns that at a gathering of Laurierites in the Canadian metropolis Sir Wilfrid did offer his resignation but those at the meeting, who were largely representative of the Province of Quebec, refused to consider the matter seriously and Sir Wilfrid is still at the head of the party which sustained such a sweeping defeat in the elections of December 17th.

It has already been pointed out in the leading newspapers in Canada that the party behind Sir Wilfrid can no longer be truthfully known as the Liberal party. The real leaders of Canadian Liberalism are to be found supporting Union Government in Canada and the party Sir Wilfrid heads can not continue to use that name as a separate political organization. The Liberal party in Canada has ceased to exist. It is possible that it may again come into being after the war, but the general impression is that Union Government is here as a permanent and that there will be no resurrection of the old political parties of the past.

If a party known as the Liberal party comes into existence after the war it will naturally look for a new leader and Sir Wilfrid Laurier will not be the man. Nor is it likely to be Mr. Mackenzie King. Mr. King tried to get back into Canadian public life on December 17th as an opponent of the Canadian war policy and he distinctly failed. It is up to him now to accept the situation gracefully and return to the United States where, for some years, he has been a salaried employee of John D. Rockefeller. Canada holds no future for Mr. Mackenzie King. The new Liberal party, if there is such an organization in the days to come, will not need him any more than it will require the services of Sir Wilfrid Laurier. The former Liberal leader will probably continue to be a picturesque figure in the public life of the country for some years but he will never again lead a united Canadian political party.

THE U. S. MERCHANT MARINE.

Roosevelt dreams of a merchant marine as large as that of Britain are now engaging the attention of American publicists. Business leaders have had installed into them the ambition to become a great maritime power with fleets of vessels carrying United States' products to all corners of the earth and bringing back raw materials to be manufactured and exotic supplies to be consumed in the States. In the annual review of the New York Journal of Commerce a leading financier of the United States talks of a merchant marine of 14,000,000 tons and dwells upon the immense opportunities for foreign trade that would come from possession of such a fleet of carriers.

Under the present war conditions the creation of a vast new fleet is necessary. War losses, diversions and new needs have combined to make existing tonnage entirely insufficient for the Allies' purposes. The Allies deem the building of 6,000,000 tons by the United States during 1918 to be essential for victory—for the transporting and maintaining of large United States forces in Europe, and the freeing of adequate commercial tonnage. But practical shipbuilders in the United States estimate the actual output at about 2,000,000 tons. Lack of labor organization is said to make a larger output unlikely. However, in October 1917 United States merchant vessels of 2,500 tons gross and over were requisitioned, placing 2,771,000 tons at the disposal of the government. On the ways were 426 ships, of an aggregate tonnage of 3,029,000, and these were requisitioned. Presumably these will be ready for service by July.

About 100 German and Austrian vessels were seized, adding 700,000 tons. Contracts were let, by the end of the year, for about 5,300,000 tons, half of which may be ready by the end of 1918. The tonnage to be available, therefore, is likely to be nearly 9,000,000 tons, and if the war continues may become larger.

War traffic requirements will absorb all the operating energy of this vast fleet, but what of the day of peace? That is the keen question disturbing shipping interests, and which has a direct interest to Canada. Some authorities hold that, as before the war, new shipping costs and operating expenses will re-concentrate in the United Kingdom.

A BIT OF VERSE

RUSSIA.
And thou hast tasted Freedom, that sweet draught
That set each tingling vein on fire,
And pressed it thy lips and quaff'd and
quaff'd
Till drunk with joy and mad desire,
Mid broken shackles, soul set free,
Died leap in one wild revelry
Upon the grave of Tyranny—
A Saxon, thundering through the night,
Who sees the first pale streak of light—
Of light and life and greater light to be,
The first clear dawn of liberty!
Then came the temptress to thine eyes—
Call'd Peace! Ah, wondrous fairy was she,
Clad in a robe of this disguise,
Flower'd with Satiety and Lies.

Who whisper'd, soft, "Come! Let me be the ruler of thy destiny!
Come! Give thou up war's rude alarms,
And all its horrors leave behind!
So didst thou yield in her arms
Didst daily till the break of morn,
Then start, and wail, and alas! to find
Thy rugged locks of strength full
short—
Thyself betray'd and strupp'd and blind!

But yesterday set free, and now,
Out to thy tottering portals led,
A blinded captive, there to bow
And bring its pillars round thy head.
Freedom! And now the chaos, ravage,
Chaos,
The tyrant's lust, the traitor's shame,
While o'er thy travail and thy plains,
Thy sacrifice and fruitless gains,
There, at the trait's thy stake,
With deadly eyes grim Soudage waits—
With chains!
—J. W. Harder, in N. Y. Times.

A BIT OF FUN

A "WOODEN" FAMILY.
First Frosh—My father is a veteran and has a hickory leg.
Second Ditto—"S" nothing. My sister has a cedar elbow.

STRONG ON THE FIGURES.
"She isn't very pretty, is she?"
"No-o-o, but she gets my number every time I talk to her."
"Who is she?"
"Just a telephone operator."

TIME WILL TELL.
Norm—"Do you think marriage is always a failure?"
Ada—"Always a failure? Well, I should say not. Why, I know a case where a wife fairly hollers her husband and he—why he can't keep away from her a minute."
Norm—"How long have they been married?"
Ada—"Nearly a week."

ROYAL NICKNAME.
"Edgar?"
"Yes, mother."
"What are you children doing?"
"Playing royalty. I am a Knight of the Garter, and Edwin is Saturday."
"That is an odd name for royalty."
"Oh, it is just a nickname on account of his title."
"What is his title?"
"Night of the Bath!"

WEeping TO ORDER.
Danny, Bobbie had been left in the care of their big sister while their mother went out. At bedtime they wanted to "stay up for mother," but their sister reluctantly put them to bed. Danny maintained a stolid indifference, but Bobbie cried lustily. Their sister listened at the foot of the stairs, hoping they would soon be quiet. At last Bobbie stopped, and the listener heard him say:
"You cry a bit, Danny; I'm tired."

QUIT MEAT WHEN KIDNEYS BOTHER

Take a glass of Salts if your Back Hurts or Bladder troubles you.

No man or woman who eats meat regularly can make a mistake by pushing the kidneys occasionally, says a well-known authority. Meat forms uric acid which excites the kidneys, they become overworked from the strain, get sluggish and fail to filter the waste and poisons from the blood, then we get sick. Nearly all rheumatism, headache, liver trouble, nervousness, dizziness, sleeplessness and urinary disorders come from sluggish kidneys.

The Food Controller has issued a statement to the effect that Canada is the only nation with a surplus of wheat practically accessible to the Allies and in the same statement he says that the Canadian surplus is equal to but one-fifth of the actual needs of the Allies until the 1918 harvest can be gathered.

There is an irresistible moral in this statement: Canada's normal surplus must be translated by her into an extra normal one, waste and extravagance must be ruthlessly suppressed and even ordinary consumption must be very considerably decreased.

160 MINERS LOSE LIVES

Terrible Explosion in Pit at Helmerend, England.
Helmerend, Eng., Jan. 13.—The latest reports from official sources show that many perished in the explosion which occurred in a mine pit here yesterday morning. Of the 247 workers in the pit at the time of the disaster, 87 have been rescued alive and 20 bodies have been found. There is only a slender hope that any of those still entombed can survive.

Rescue brigades have been working incessantly in relay day and night with oxygen supplies, but the various passages are everywhere blocked with wreckage. Nearly all the victims were young men and boys.

Little Benny's Note Book

The Park Ave. News.
Weather. People blaming their colds on it.
Big explosion. There was a fearful noise all of a sudden in Sunday school last Sunday, only being Sam Cross trying one of the blue and white handkerchiefs he got for Christmas so everybody would be sure to see it.
Society Notes. Mr. Sid Hunt put his 1500th stamp in his stamp album last Thursday afternoon, the ceremonies taking place in his parlor, Mr. Benny Potts being paste holder and Mr. Leroy Shoemaker putting the paste on the stamp. Among those present was Mr. Artie Alexander, Mr. Algernin (Skinny) Martin, and Mr. Lew Davis.
Sports. A water drinking contest took place between Ed Wernick and Puds Stinkins last Thursday in Puds's kitchen, Puds winning by drinking 4 and a quarter glasses to Ed Wernick's 3 and 3 quarters. Ed Wernick admitting his defeat but saying he bet nobody in the world could beat him at a legitimate drinking contest if sunday would pervide the liminalia.
Pome by Skinny Martin.
Something Must of Broak.
I had a silver watch,
It was a Inger Saul,
And after I dropped it the 7th time,
It woodent go at all.

If Lew Davis will return the sent he and he coodent find wen he helped Leroy Shoemaker look for it, he will tern sumthing to his advantage. (Advertisement.)

STORM DAMAGE HEAVY IN THE UNITED STATES

Several Persons Killed in Lynn, Mass., When Chimney Falls on Factory—Sixteen Lose Lives in South—Chicago Isolated.

Lynn, Mass., Jan. 12.—Several people were killed and others injured when a chimney extending thirty feet above the Sprague box factory in Broad street was blown over in a gale today. The broke crashed through the rear of a three-story building, in which many men and women were working.
Six persons were taken to local hospitals within a short time after the accident and the police were digging in the ruins to release others, whose cries for help could be plainly heard. At least 500 persons were at work in the building.
Three bodies were taken to undertakers' establishments, and it was believed that at least one other still was buried in the debris. The injured numbered about thirty, only a few of whom were treated at hospitals.

St. John's, Nfld., Jan. 12.—Sir William Reid, head of the Newfoundland railways, was arrested today on a charge of criminal libel made by William Coaker, a member of the new Lloyd ministry and resident of the Fishermen's Protective Union. The action was taken by Coaker as a result of the publication of a letter from Sir William to Lord Shaughnessy of Montreal, stating that Coaker was brought to Ottawa early in 1916 to be posted on matters relating to the proposed confederation of Newfoundland and the Dominion of Canada.

While there, Sir William's letter stated, Coaker was introduced to Sir Robert Borden, the premier, Sir Wilfrid Laurier, ex-premier, and other Canadian political leaders as an outcome of negotiations for the proposed confederation between Newfoundland and Canada has aroused bitter controversy in this colony, sensational developments are expected.

Chicago, Jan. 12.—Chicago is isolated from railroad communication with the outside world by one of the worst blizzards in its history. Its business is paralyzed. No milk trains arrived so were coal wagons able to move ten percent of the fuel needed. The thermometer dropped to fourteen below zero and a sharp wind from the northwest added to the suffering.

Marysville, Jan. 12.—A house owned by Frank J. Smith was wrecked by fire and water yesterday. Most of the household effects in the upper part of the dwelling were destroyed, but the furniture on the lower floor was saved. The loss is \$3,000, partially covered by insurance.

Hertling to Talk
Amsterdam, Jan. 12.—The Vossische Zeitung (Berlin) says that Imperial German Chancellor Count von Hertling will reply to Premier Lloyd George's and President Wilson's speeches before the main committee of the Reichstag on Tuesday.

SIR WM. REID ARRESTED ON LIBEL CHARGE

Wrote to Lord Shaughnessy Concerning Newfoundland Joining Canada—Cabinet Minister Complainant.

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One of Them is the Charles L. Jeffries, Bound for St. Stephen with Coal.

Woods Hole, Mass., Jan. 13.—The crews of four schooners frozen in the ice in Buzzards Bay, four miles northwest of Cape Point, may suffer severely from shortage of food and fuel unless an ice-breaking steamer is sent to release them according to word brought here. The vessels have been held fast in the ice since Dec. 30.

Members of the scout patrol crew made a perilous trip here on the ice, bringing with them Alfred Haines of Newfoundland, a seaman of the schooner, who is seriously ill. The sick man was dragged over the ice on an improvised sled, and forwarded from here to the Marine hospital at Chelsea. He is suffering from severe chills.

Haines has made seven trips to France since the war began and has twice been on torpedoed vessels, but says his experience in Buzzards Bay has been more uncomfortable than the submarine attacks.

The Charles L. Jeffries is bound from New York to St. Stephen, N. B., with coal. An effort will be made to provision the Jeffries and other ice-bound vessels with supplies from here if ice conditions permit.

Methodists Want Rev. J. S. Shanklin of Kingston to Take Charge of Church.

Belleisle Station, Jan. 12.—The Methodist board of this place has extended a call to the Rev. J. S. Shanklin, now stationed at Kingston. In reply the reverend gentleman stated that he would be pleased to accept the invitation subject to the action of the conference.

A year ago Mr. Shanklin visited this place and the people had the pleasure of listening to an able discourse. In June next Rev. Mr. Ramsay will leave this place for new fields of labor.

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Classes Will Re-Open
Wednesday, January 2nd, and we hope to be able to show ourselves worthy of the very generous patronage we are receiving.
Catalogue showing Tuition Rates, etc., mailed to any address.

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Parlor Table, \$20.00
Parlor Table, 8.50
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Hours: 9 a.m. to 9 p.m. DR. A. J. N.

C. P. R. ENGINEER HELD TO BLAME

M. F. Maxwell Found Responsible for Death of Two Men in Collision and Losses His Position.

Upon W. F. Maxwell, engineer, is placed the responsibility for a collision on the Canadian Pacific Railroad at Knough, Me., on Dec. 34, when Conductor Basil Beaton and Thomas Blason, a C. P. R. carpenter were killed. The Maine Public Utilities Commission in its report of the investigation says:
"The engineer of No. 5019 claims that occupying steam made it impossible for him to see ahead, obscuring the fused engine of the passenger train."

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Always Bears
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