

The St. John Standard

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ST. JOHN, N. B., SATURDAY, OCTOBER 3, 1914.

THE WEST ST. JOHN WHARVES

It is a story of splendid achievement. The Standard is able to tell this morning in connection with the new wharves at West St. John, which, we are now assured, will be complete with warehouses and equipment for the coming season's business. When the Maritime Dredging and Construction Company first took over the work of completing the wharves on the west side of the harbor there was some doubt that they would be able to fulfill the contract in time for the new facilities to be available for this winter's business. When the outbreak of war in Europe caused a curtailment of government works, it was feared that the West Side contract might be delayed, as was the case with some other undertakings, but Mr. Hazen, realizing the great necessity for the additional harbor facilities got to work with his colleagues in the cabinet and urged the claims of St. John so successfully that an exception was made in this case, and instead of curtailment or delay, the word was given to increase the number of men employed and exhaust every effort to rush the work to completion. How well the instruction was followed is evidenced by the fact that the contract is now so far advanced that it is expected to be completed by November 15th, in ample time for all business.

More than a little credit for the accomplishment of the undertaking is due to Mr. Manning W. Doherty, the energetic managing director of the contracting company. He has worked with the sole object of completing the wharves in time, and the situation today testifies to the energy and ability he and his men brought to bear on the task. To Hon. J. D. Hazen, St. John owes another debt of gratitude. Mr. Hazen has personally seen to it that there should be every assistance from the government to the contractors and nothing that would aid in the completion of the contract within the time limit was forgotten or left undone. In this he met with the sympathetic and hearty cooperation of Hon. Robert Rogers, Minister of Public Works. Mr. Rogers had visited St. John, had grasped the importance of the additional facilities if the trade likely to offer would be adequately cared for, and he complied with Mr. Hazen's request that nothing should be permitted to interfere with our port equipment. When we consider the volume of public works in Canada, demanding the attention of the government, it will be seen that the Minister of Marine and the Minister of Public Works have placed this port in their debt to a very considerable extent. As for the outlook for business for the facilities there is every reason for the belief that all will be needed. While the trade passing through this port during the coming winter may differ in character from that of preceding seasons, it is believed its volume will be maintained, that there will be as many or more sailings, and as much employment as usual. If the business comes as expected St. John will be in splendid position to handle it. That is an extremely gratifying condition.

BOOSTING OUR RESOURCES.

"Employ Canadian dollars to employ Canadian workmen." This most appropriate phrase has been adopted by the Canadian Manufacturers Association as the slogan of their country-wide campaign to advance the interests of "Made in Canada" products. The Standard, this morning, presents the first of a series of advertisements sent out by the Canadian Manufacturers Association through an agency, and intending to inculcate in the Canadian people the idea of purchasing Canadian-made goods. It is a most important and praiseworthy campaign. Every one will be quick to see the force of the argument that if Canadian factories are to be kept in operation, and employment maintained for their armies of workers, there must be a demand for the products of Canadian ability and labor. Canadians who have been purchasing goods not made in this country have hardly been true to themselves or their duty.

Much has been said and written as to the desirability, in these times, of keeping Canadian conditions as nearly normal as possible. Every effort should be made to provide employment, and, in this connection, the manufacturers of Canada are doing their part nobly. In some instances factories are being run at low profit, or no profit at all, in order to furnish employment to those dependent upon their operation. The example so set is worthy of emulation, but it will fail to reach its complete effect if the purchasing public in Canada do not adopt the same principle. To the purchasers we have this to say: If you have been buying goods made in Canada in preference to anything else, you are in the right path. Do not leave it. If you

have not been particular to demand Canadian-made goods, then you have not shaped your course by the stars and are not assisting to keep your country prosperous. Change it, and in future let the factories of Canada have your full and complete support. It will be found worth while.

Also, this morning, The Standard presents the first of the series of advertisements of the Dominion Government dealing with the matter of creating a Canadian market for Canadian apples. This also is most important. Hitherto the products of the Canadian apple orchards have found ready sale in Great Britain and Europe and as a result the best and highest grades of the fruit have been destined to Canadian purchasers. The markets formerly held by Canadian orchardists are now available and as a result the best qualities of our fruit will be offered to the people of our own country.

With an eye to the welfare of one of the most important resources of the country the Dominion Government have agreed to bear the cost of an advertising campaign to make known to dwellers in the cities the qualities of delicious nourishment possessed by Canadian apples. It is a constructive policy and will doubtless meet with the approval it merits. Every Canadian, naturally, is desirous of doing all in his power to assist in keeping conditions in Canada up to the best possible standard. By boosting our own resources, and aiding our own industries, much can be accomplished along this line. The idea is not only practical patriotism but good business and deserves every measure of success.

THE CANADIAN CONTINGENT.

Canada's contribution to the Empire's war is now on the water, well conveyed by British warships, and, in a few days, will probably disembark in England. Whether all the men who left Valcartier for the front will actually see service is open to question, and it is a question upon which there is not likely to be definite information for many days, for the British war office under whose control they are, possesses the gift of keeping absolutely silent in all the languages of Europe.

The opinion which finds most favor as to the destination of the contingent is that it may be given additional training in England and then be detailed for duty at points where it is figured it will at first be most useful. Following out this opinion it would not be surprising to learn that some regiments might go to Egypt, Malta or Gibraltar for garrison duty, and that the regular troops now stationed at those points should be sent to the front. It is more than likely that other contingents will be required, either from Canada or other parts of the Empire, and when such are organized and sent forward it might also be that the same plan might be followed in their case, they going to garrison duty for a time, and the Canadians being sent to the front.

Whatever disposition is made of them, and it must be remembered that conjectures at this time are but guesses, without the slightest color of authority aside from general opinion, certain it is that every man in the command will bear himself so as to reflect credit on the country he represents. Their fortunes will be followed with the keenest interest, for they are our boys who willingly gave themselves to the cause, and who have thousands of brothers and friends, still in Canada, prepared to follow in their footsteps.

The offer of the Canadian contingent, as well as India's generosity, has attracted the attention and wonder of the world. British newspapers are loud in their praise of the splendid gifts of men, money and supplies; the press of the United States have expressed surprise that Canada has been so ready to participate in Empire wars, and some editions have given publicity to the opinion that this is the more remarkable because, Great Britain cannot exact one man or one dollar from Canada. Great Britain has no need to compel, and those who wonder at the willingness of Canada, India, Australia and the Islands of the Sea to bear full share of responsibility and sacrifice at this time, forget that although the sister nations of the Empire are not bound to Britain by the chains of conquest or tribute, they are united with her by the golden thread of a common speech, a common heritage of freedom, the peculiar gift of the English people to the world. For years Great Britain has cast the bread of liberty and protection upon the waters, today it is returning to her in the form of spontaneous offerings, showing love and affection from all the red mapped lands. Instead of causing surprise to any save the misguided enemies of Empire, the response is what might have been expected. It merely typifies the spirit in which the British Empire exists—each for all, all for each.

THE WAR SITUATION

Advisers from the war zone this morning are meagre and contain only the satisfactory assurances that the allied armies, operating along the Aisne, have sustained no losses in territory but, on the contrary, have made further slight gains. Official dispatches add the note that there still remains much work to do before a decisively favorable result can be obtained. Both the allied armies and the Germans have received reinforcements and, although the battle has now been continuous for twenty-one days, the ferocity of the fighting has not abated. Apparently, victory will go to the side that can best stand the strain which, by this time, must be terrible.

Unofficial reports, though passed by the censors, are more detailed and, in the believed, more nearly represent the situation. One such is to the effect that the German line of communication is in imminent danger and that the French operation, undertaken with the idea of turning the enemy's flank, has been almost completed. It is likely that when the final result comes it will be with suddenness almost appalling; one writer going so far as to intimate that the curtain will soon be lifted on the greatest tragedy of the war. Judging from the tenor of the reports during the past few days this can have but one meaning, crushing defeat for the Germans. If this does not prove to be the case, then the information upon which the opinion is based has been decidedly misleading.

The great armies of Russians, Germans and Austrians are reported to be in contact near Cracow. The number of men engaged runs into millions, and that battle, also, is likely to be prolonged and fierce. If the Russians meet with the success expected, it should greatly simplify the task of getting to Berlin and Vienna, and have an effect upon the termination of the war.

The Italian situation is a trifle more tense and opinions now are that Italy's participation in the conflict as an ally of Britain, France and Russia, is inevitable. Altogether the situation, this morning, viewed from every angle, is very satisfactory.

Things Worth While

Things that endure from age to age. Are things worth most to Nation's all. And now when war and hate doth rage. Men gladly hear the Empire's call. And say with loyal, hopeful smile, Things that endure are things worth while.

From North to South, from East to West. Come "volunteers" o'er land and sea. The true, the brave, the Empire's best. And stand "Old England's" defenders to be. Saying with manly, truthful smile, Things that endure are things worth while.

As we reckon the cost of each price. In hero blood and countless treasure. Our hearts in pain with pride uplift. And we share the grief, the strong endeavor. Saying with prayerful, tearful smile, Things that endure are things worth while.

They think of the dear ones left behind. And all that it means if they should fall. Of widows and orphans who will find. The loss of loved ones most cruel of all. And yet they say with sorrowful smile, Things that endure are things worth while.

When peace shall reign from shore to shore. And joyful songs will come again. We'll trust that peace will be no more. Then we'll forget the cost and pain. And say with trusting, cheerful smile, Things that endure are things worth while.

Things that endure, the good, the true. In heart and deeds, in laws made just. Our emblem the Red, the White, the Blue. Is the flag in which we all do trust. And we about with a triumphant smile, Things that endure are things worth while.

Things that endure, and ne'er grown old. Are dove of freedom, home and homeland. For there men suffer pains untold. And fight great battles hand to hand. Saying with dying, bloodstained smile, Things that endure are things worth while.

When God redeemed the world, he said. My mercy shall endure forever. And for lost man the Saviour bled. So forth a bridge across death's river. And men may say with dying smile, Things that endure are things worth while.

Submarines Show Destructive Power

Sir Percy Scott's dictum that the submarine marked the passing of the big warship, while generally disbelieved by naval experts, served the purpose of calling general attention to the importance of this new weapon in naval warfare. A writer in the New York Sun remarks that September 6, 1914, will long be remembered as the day upon which the submarine first proved its effectiveness. It was on that day that the Pathfinder was struck by a torpedo launched from a German submarine and sent to the bottom. Not long afterward, however, this submarine was shattered by a British ship, and British submarine scored by entering a German

port and sinking the *Mein*. Three British cruisers since then have been sent to the bottom by a German submarine, though the British Admiralty intimates that the toll should have been only one, and that the *Hogue* and the *Cressy* were victims of their very human desire to be of service to the *Aboukir*, the first ship to be struck.

There can be no doubt that the loss of these three ships, more or less obsolete though they were, was a great shock to the British people, although as the Admiralty explained, it was one of the hazards of the sort of warfare that is being carried on. This, however, is to be borne in mind—Britain has more submarines than Germany, and her sailors know how to operate them just as well. British warships are not more at the mercy of German submarines than German warships are at the mercy of British submarines. So that, however terrible this new sort of fighting may be, there is not a good balance of terror on the side of Britain. The remarkable thing about the exploits of submarines, both British and German, as revealed in the North Sea, is that so far, is not the destructive quality of the torpedoes, but the range of the submarine. It has been calculated that the German submarine that torpedoed the *Aboukir* and the others must have travelled quite 250 miles before delivering the attack, and that the British submarine that entered Wilhelmshaven probably travelled an equal distance.

It is known that some submarines have a cruising radius of 2,000 miles at reduced speed. Of course, going under water they have less speed, but it is not improbable that both the attacks referred to were made altogether under water, and that the submarines travelled probably 500 miles without coming to the surface. While the British can send a torpedo a mile, it seems likely that the attacks so far delivered were made within a distance of a quarter of a mile. Since the periscope, which has been called the eye of the submarine, rises only a few feet above the water, it is plain that the greatest accuracy of aim could be secured at much more than a quarter of a mile, especially if the sea was at all heavy. We have the testimony of eye-witnesses that they were able to watch the approach of the torpedo without being able to do anything to escape it, and this can be understood since the German torpedo delivered from a submarine has only a speed of 33 knots at the start. Its effectiveness is explained not by its speed, but by the bursting charge of 250 pounds carried in its war head.

Another reason for the amazing decisiveness of the modern torpedo lies in the fact that gunboats are no longer used, but an explosive known as tri-nitrotoluol. Not only does this ex-

plode deal a far heavier blow than gunboats, but it is much easier to handle, and does not deteriorate through time and exposure. Since the average submarine carries only six or eight torpedoes, it is more than ever necessary that none should be wasted, and that, therefore, the submarine should approach as near as possible to her prey before striking. So far the only protection against the torpedo that has proved effective is the torpedo net, which is let down from the battleships, and against which the torpedo explodes. This defence, however, is intended only for vessels when they are at anchor. The modern Dreadnoughts have another device in internal armor which is designed to localize the effects of both mines and torpedoes.

The modern submarine has two motive powers, oil and electricity. When it is possible to cruise on the surface oil is used, but when the submarine desires to keep out of sight electricity is substituted, since the oil leaves a trail of grease upon the waters that can easily be followed. Each submarine has an elaborate plant for the manufacture of oxygen, and in addition each member of the crew has an emergency breathing and safety apparatus which is supposed to be used only in case of accident. Below the surface the submarine is steered by compass, the periscope being submerged. When it is calculated that the enemy is near the submarine can poke her periscope above the surface, aim her torpedo, and again sink out of sight.

INLAND REVENUE RECEIPTS.

	1913	1914
September.		
Spirits.....	\$14,966.16	\$15,617.56
Raw leaf.....	420.00	399.56
Cigars.....	622.90	547.55
Bonded Wines.....	531.24	444.12
Other receipts.....	1,309.39	200.00
Total.....	\$17,848.79	\$17,608.79
Decrease for 1914—\$240.00.		

Posing as a Native.

"How far are we from Boston, Mr. Conductor?"
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 "Ahem! Guess I'll put away this novel and get out of Plato."

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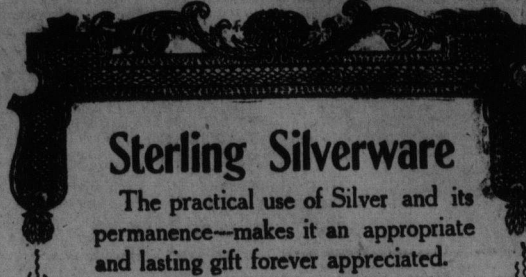
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