

KINGS CO. GRIT CONVENTION PROVES A TAME AFFAIR

Dr. Pearson, E. S. Carter and Fred L. Sharp Party Ticket Selected Yesterday at Hampton.

Hampton, N. B., July 25.—The much heralded county convention of the Liberal party was held at the County Court House here this afternoon and was a quiet affair, with very little appearance of enthusiasm. There were about a hundred and fifty in attendance. Here and there a new face could be seen, but for the most part the same that have met on similar occasions in former years. J. H. McFadden occupied the chair with E. S. Carter at his side, and the selection of a committee to nominate candidates was made the first business of the meeting. A committee of about fifty was chosen, representative of the different parishes. There was evidently some difference of opinion; at any rate about an hour passed before the committee was ready with the ticket, and an announcement was made by J. M. McIntyre that the committee had chosen Dr. G. M. Pearson, of Sussex; Fred L. Sharp, of Springfield, and E. S. Carter of Fair Vale.

Dr. Pearson Makes a Break.

Mr. McIntyre asked the convention to ratify the choice of the committee, and this was done. Dr. Pearson, the first speaker, spoke of the sacrifice he is making in accepting the nomination, and said that he regretted that Mr. Flewelling and Colonel Wetmore, his colleagues of 1912, would not be with him in this fight. At this point there were signs of uneasiness and the doctor endeavored to set matters right by complimenting Mr. Sharp and Mr. Carter. His former remark seemed to embarrass him somewhat, as he next said that though he had every faith in the ticket selected, he regretted that the old race horses that were over the track with him so disastrously at that time are not going over the course again now. Mr. Sharp was the next speaker, and occupied the time in denouncing the present government and complimenting its political associates. Col. Wetmore was referred to as the George Washington of Kings county, and E. S. Carter as a terror to evil-doers.

Carter Blows His Own Horn.

Mr. Carter occupied rather more time than the others. He claimed that the present government is suffering from a case of indigestion, which he (Carter) is the chief cause, and stated that only about a quarter of the story is told, and that he is reserving the rest until an opportune time. He evidently by enjoining the opposition to disclaim any responsibility for the acts of the old government when the Liberal party were in power. There were calls for Dr. McAllister, and he spoke in his usual style, vigorous and really entertaining, while talking about nothing in particular and often emphasizing absurdities. Nobody seems to mind listening to the genial doctor for a few minutes, even if his language is not choice. Mr. Foster, of St. John, said that he came prepared to make a speech but thought best to reserve it for a later date. Colonel Wetmore seemed willing to allow himself to be effaced, but said that he would have been willing to run if the convention had wished it. Mr. E. S. Carter asked the formation of an opposition association for the county, and nominated the following officers: President, S. H. Flewelling; vice-president, H. F. Norton; treasurer, Arthur Keith; secretary, G. H. Adair; assistant secretary, Charles Reynolds.

PERSONAL

Miss M. E. Knowlton, who has been in the city on a visit to her brother, F. J. G. Knowlton, left again last evening. Mrs. Herman Sanders, accompanied by her daughter, Irene, and sister, Miss Hazel Woodley, of East Boston, Mass., is visiting her sister, Mrs. W. Herbert Downie, 18 Harding street.

DOVER PATROL SAFEGUARD OF MERCHANTMEN

Of 21,000 Ships which Passed Through Lines in 6 Months all but 21 Escaped Harm.

London, July 25.—In a report to the Admiralty, reviewing the operations of the Dover patrol since December, 1915, and recommending numerous reforms for meritorious conduct, Vice-Admiral Sir Reginald Bacon, commander of the patrol, says that in the six months more than 21,000 merchant ships, apart from men-of-war and auxiliary ships, passed through the patrol lines. Of these only 21 were lost or seriously damaged by enemy vessels. "But to effect this security to merchant shipping," says the admiral, "I regret that over four per cent. of our patrol vessels have been sunk, and the lives of seventy-seven officers and men lost to the nation." The admiral further notes that the patrol assists in the protection of a flank of all sea transport to and from the British army in France, and that this vast transport has been so thoroughly safeguarded that not a single life has been lost during the sea passage.

RAIDING THE HUNS

An Expedition Into The Enemy's Trenches.

The following thrilling account of a raid, such as those now taking place daily, is sent to us by a former member of the "Daily Express" staff. In the official communiqué one reads: "Our troops made a very successful raid at —, on the left of —. A number of prisoners were brought in, including three officers." And most of you, I suppose, having digested this and a few other half-digested statements concerning artillery duels and unsuccessful enemy attacks with your bacon and eggs, forget all about it and begin your day's work unconcernedly. When I was informed that our company was to take part in one of these raids, I was not a bit unconcerned. I knew it was dangerous work, and I am not fond of doing dangerous things. Unlike most of my friends, who seem to enjoy these half-raising enterprises, I prefer to sit quietly in my dug-out, far from all fatigues, reading the latest novel sent from home or writing letters. Although I intimated to my officer that I could be much better employed in filling sandbags or cleaning up the trench, he insisted that my presence was absolutely necessary. So I gave way.

"Doing" The Fox.

Our artillery had been "doing" the Germans for days with every kind of shell, large or small, and, since this terrible punishment was being carried out all along our line continuously and unrelentingly, they could not possibly have known where or when the next raid would take place. Shells in their hundreds screamed and screamed over our heads and fell with ghastly precision right in their front line trenches some 200 yards away. The awful, protesting drone of our monster projectiles was mingled with the ear-splitting squeals of the smaller variety. Great masses of earth, sandbags, rifles, boxes of ammunition, and human fragments were flung high in the air. Trenches were demolished in a few minutes, and the ground in front of us took on new and ghastly shapes.

Then our platoon officer howled at us through the dim—"When I go over, you chaps follow unless they get busy with machine guns. This is not an assault, but a surprise raid. If they don't notice

me, it's all right. Don't worry about our 'souvenirs' (shells). They'll stop before we get within range. Sergeant take charge!"

We watched him examine his revolver and take a drink of water. Calmly and methodically he took stock of his rations and readjusted his equipment, and then, brave boy that he was, he climbed quietly and fearlessly over the parapet. It is doubtful whether we should have been able to distinguish the clatter of a machine gun or the hum of its bullets above that frightful uproar, but the sergeant soon overcame that difficulty. He stood on top of the parapet to look for spurts of flame.

Our guns were still hurtling death into the German lines when we were over at a signal from the hero on the top of the parapet. True, the German artillery was not silent, but, on the other hand, it was not fierce and it did not trouble us much.

The Attack.

We advanced very cautiously at first, dropping down on our stomachs now and then at a signal from the officer in front. Men around me seemed rightly delighted at the prospect of raid, and one of them even went so far as to describe it as "heavenly." I expect he was comparing it to the charge at Loos. It did not exactly coincide with my expectations of heaven.

So in a series of creeps and crawls and sudden rushes, we advanced to within about eighty yards of the trench. Here we had to stop, lying flat on our faces, waiting for the bombardment to abate, for our shells were throwing back great pieces of metal and showers of stones and earth. I noted with great satisfaction that the barbed wire entanglements, some four feet high and twenty yards deep, were absolutely smashed to pieces.

The local bombardment stopped suddenly, and the earth seemed to leave a sigh of relief. The guns on our left and right still thundered and roared, but that was not our business. This was our supreme moment.

A short rush and a leap, and we were in among them, stabbing and clubbing from their sleeping screams from their dug-outs. At first sight one could only distinguish dead bodies and debris, so awful had been the havoc of our guns, but we soon found their "funkholes" deep down in the bowels of the earth, and bombed the occupants out of them.

Prussian Luxuries.

I went down into one of these dug-outs, and was deeply impressed by their magnificence compared to our own. This one in particular was evidently the "residence" of the Prussian officer whom we caught there, and, in the words of my companion, "he 'doin' 'iself' proud." It consisted of two separate chambers about ten feet square, the rear one being about five feet deeper than the first. In the centre of the back wall of the first chamber a magnificent carved oak door swung on well-oiled brass hinges and led down a rough wooden stairway to the rear chamber. The door had recently been stolen from a neighboring chateau. I have seen plenty more of similar make in French mansions. The first room was evidently used as a dining and sitting room, because there was a small deal table in the centre. Empty meat tins and beer bottles lay in heaps round the table, and photographs of ladies with fixed smiles, but no fixed attire adorned the walls. Great quantities of tinned meats and fruits were stacked in one corner and two violins lay in another.

We took several prisoners and machine guns. Most of the captives were dazed to a state of idocy by the unprecedented fire, and quite a number were raving. The kindness and consideration shown to them by us quite surprised them, and, like curs escaped from an unexpected whipping, they whimpered and fawned on us.

We returned in great spirits to our own trenches with our prizes. Everybody was pleased with a good evening's work, and the colonel moist of all.

"You have done splendidly," he said. "And you will probably be entrusted with another job of the same sort later on. Some mention of this will be made in despatches."

And so it was—just one incident among many.

AM. LOCOMOTIVE GETS BIG ORDER FROM GR. BRITAIN

Special to The Standard. New York, July 25.—American Locomotive closed an order for 8-inch shells for Great Britain amounting to about \$15,000,000. American Car and Foundry closed an order for 8.2-inch shells amounting to about \$18,000,000. Orders for over 1,500,000 large shells have been distributed during the past week. It is understood that American Steel Foundries is negotiating for a duplication of \$18,000,000 order closed last year.

KILTS FOR THE 236TH HERE IN A FORTNIGHT

Have Been Ordered from a Firm in England and Will Make a Striking Uniform.

Special to The Standard. Fredericton, July 25.—The kilts to be worn by the 236th Battalion Highland Regiment, to be raised in New Brunswick by Lieut. Col. Percy A. Guthrie, are expected to arrive here within the next two weeks. They have been ordered from Hobson and Son, England, and were received today by Col. Guthrie with the effect that they would be here in a fortnight.

The officers' uniforms will consist of a balmoral cap with black feather, the bracket of which will be tipped in red if the wearer has seen active service, plaidie, khaki doublet, kilt, belt, half sporan, hose, dirk and spats. Non-commissioned officers and men will wear the same dress with the exception of plaidie and instead of a half sporan will have a leather sporan. The new pipes for the band are expected here within a week.

The wedding of Miss Elizabeth Robinson Allen, daughter of Mr. and Mrs. Delancy Allen of Aukpaque, Springfield, and Dr. John Darline Churchill of Plymouth, Mass., is to take place at St. Peter's church, Springfield, tomorrow afternoon at 2:30 o'clock. Rev. M. P. Shoven of Sussex will perform the ceremony assisted by Rev. W. J. Wilkinson. The bride is a graduate of Boston city hospital and Dr. Churchill is a graduate of Harvard.

TRAIN JUMPS RAILS AND OVER EMBANKMENT

Sydney, N. S., July 25.—What came near being a serious accident occurred yesterday on the Inverness Railway when a passenger train bound from Point Tupper to the town of Inverness left the track at a point called Craigmore and rolled down an embankment.

There were no fatal results, but the train hands and most of the passengers were injured. Several of the passengers sustained broken arms or limbs while others were badly bruised or severely shaken up. One train man was scalded, the others hurt but not seriously.

The train which comprised a locomotive and two cars was running late and the accident, it is thought, was due to a spread rail caused probably by the heat.

SCHE. GREAT BEAR STARTS FOR ARCTIC

Seattle, Wash., July 25.—The new power schooner Great Bear, owned by Captain Louis Lane, a widely known Arctic navigator, and John Borden, a wealthy Chicago sportsman, sailed tonight for the Far North in the expectation of making a junction with Vilhjalmsur Stefansson's explorer, who went into Arctic three years ago. The Great Bear, built especially for the trip, will go first to Anadir Bay and Indian Point, Siberia, and then along the Arctic coast to Alaska to Point Barrow, Herschel Island, and Banksland, where Captain Lane left Stefansson with the old Lane trading schooner Polar Bear last year.

Berlin, July 24, via wireless to Sayville.—The following statement on military operations was issued by the Austrian war office, dated July 25: "Russian front: South of Tatarov, under the threat of a strong Russian advance, we withdrew our troops fighting on the Magura toward the main ridge of the Carpathians."

"Italian front: After some days of quiet there was fighting yesterday south of the Sugana Valley and at Panoveggio. The Italians were repulsed."

A portion of the foregoing official statement was received yesterday by cable from Vienna by way of London.

Ottawa, July 24.—The Department of Marine is preparing for immediate opening of navigation of Hudson Bay and Straits.

Construction supplies are on the way for a dozen lighthouses, ten in the Straits and two at Port Nelson.

New York, July 24.—The Norwegian steamer Athos, from Bathurst, N. B., for St. Nazaire, France, with lumber, put into Trepassay today with her forepeak filled with water. She struck near Cape Race yesterday, but later floated and reached port without help.

Better Cake and Biscuits

In all recipes calling for Baking Powder use Royal Baking Powder. You will get better and finer food and insure its healthfulness.

Housewives are sometimes led to use inferior baking powders because of apparent lower cost, but there is very little difference in practical use—about one cent for a whole cake or pan of biscuits—a mere trifle when you consider the vast difference in healthfulness in favor of food made with Royal Baking Powder.

Royal Baking Powder is made from cream of tartar, derived from grapes—a natural food product, as contrasted with alum, derived from mineral sources, and used in the manufacture of some baking powders because it is cheaper.

ROYAL BAKING POWDER CO., New York

FIRMS MAKING SHELLS IN CANADA ARE NOT WORKING TOGETHER

Ottawa, July 25.—According to reports to the Imperial Munitions Board, shell production in Canada is not up to the mark in ratio to the amount of orders given. The situation is said to be due largely to lack of co-operation among firms making different component parts. Some of these being behind on their orders, have tied up others dependent upon their output.

OBITUARY.

Bereaved of Children.

Yesterday morning Cyril E., the young son of Mr. and W. O. Bagnell, died at the home of his parents, 322 Union street, after an illness of a month. The funeral will take place today.

The infant son of Mr. and Mrs. Thomas Nichols, of 300 King street, West End, passed away yesterday at his parents' home.

FUNERALS.

The funeral of William Herbert Perry took place at three o'clock yesterday afternoon from the residence of his brother, T. W. Perry, Lancaster Heights. Rev. Ernest A. Westmorland conducted the burial services and interment was made at Cedar Hill cemetery.

DIED.

BAGNELL.—At his parents' residence, 322 Union street, on the 25th inst., Cyril E., beloved son of Willard O. and Mabel G. Bagnell, aged 4 years, 10 months, leaving his parents and two brothers to mourn.

Funeral today from 322 Union street. Service at 2:30 o'clock.

We guarantee Goodyear Wingfoot Air Heels to outwear any other rubber heels you have ever worn, or any others you can now buy. Should they not meet this guarantee, return them to us at Toronto, or to any Goodyear Branch, and get a new pair free.

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It is Worth While to Pay More for Goodyear Rubber Heels

It is worth while to pay a little more than the ordinary price to get a heel that's better than ordinary heels.

The ten cents extra which you pay for Goodyear Wingfoot Air Heels will be worth many times more to you in extra wear, extra comfort, extra satisfaction.

We could make a heel to sell as cheaply as other heels. But it would not be the best Goodyear could produce.

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Prepared by Dr. J. C. Dodd, 23 THE PRINCE OF WELLES ST., ST. JOHN, N. B.

PANIC THOUSANDS IN FLIGHT FROM BUKOWINA

Cossack Troops Cross Into Hungary and Penetrate Miles Into the Country.

Inhabitants Terror-Stricken at Approach of Czar's Men Abandon Cities and Towns to the Plains.

London, July 25.—A despatch to Morning Post from Budapest, dated July 15, says: "Some Cossack detachments succeeded in crossing into Hungary yesterday, creating a panic throughout the frontier towns and villages, causing thousands of refugees to swarm onto the plains. The Russian penetrated about thirty miles, and then rapidly withdrew, fighting continuously with detachments of frontier garrisons."

"Correspondents explain the panic of the populace by saying that Cossack detachments are sufficient to frighten and put to flight 100,000 women and children. "These refugees," continues the correspondent, "have greatly embarrassed the local authorities, who cannot supply them with accommodation. Moreover, they block the railway hampering military transport and holding up supplies. The refugees are entirely without food. The cattle which they drove with them, all had nothing to eat, owing to the sparse vegetation in the mountains. "Newspaper men who have seen the exodus in the Bukovina region say that only the Serbian flight in Montenegro and Albania can be compared with it. Everywhere are to be seen bodies of persons who died from exhaustion and often beside them the carcasses of horses."

Ask anyone you know, who knows which is the best known and best round typewriter, and see if they do not say it is THE REMINGTON. Milne Fraser, Jas. A. Little, Mgr., Dock St., St. John, N. B.

LEGAL POINT OF INTEREST DECIDED

Canned Goods Deal Court Decides that Firm and Agent Contributed to Loss by Local Firm.

In the County Court Chambers yesterday morning Judge Hon. J. H. Armstrong gave an interesting judgment in the case of W. Clark, Limited vs. Baird & Peters. This case arose out of a counterclaim made by the defendants for the amount of \$85 for the non-delivery of 200 cases of canned goods. Evidence in this case went to show that on Thursday, October 21st, Baird & Peters ordered from the Clark company, doing business in Montreal, through their sales man here, Mr. Burton, the goods in question, requesting him to have the order wired to Montreal. Mr. Burton accepted the order, but said it was unnecessary to wire. The order was sent by mail by Mr. Burton, and on the following morning he received a wire from the head office stating that there had been a general advance in prices, with the request that he put the same into effect. Messrs. Baird & Peters' order was received in Montreal on Friday morning, and the head office did not wire, but wrote, declining the order at the prices stated. This letter was received on Saturday by Mr. Burton, who mailed the same to Baird & Peters, and it reached the local firm on Monday morning. Baird & Peters proved that had they been aware on Friday or Saturday that the order given on Thursday would not be accepted, they could have placed the order elsewhere at the same price. By Monday, however, there had been a general increase of prices, and the order was placed at a loss as a result of the action on the part of the Clark firm. Judge Armstrong held that both the agent and the Clark firm contributed to the loss suffered by Baird & Peters by neglect to wire an acceptance or refusal of the order, which was bona fide made and accepted by Mr. Burton, and gave judgment for the defendant. Messrs. M. G. & Teed appeared for the plaintiff, and Messrs. Barnhill, Ewing & Sanford for the defendant.

The Police Court. In the police court yesterday Thomas Wood was fined \$8 for being drunk and resisting arrest. Frank Hopper was fined a like amount for a similar offence. John Saroczen, an Austrian, was remanded for stealing twelve cent apple pie. Charles Fort was fined \$20 for assault on John Eldridge, electrician at the Atlantic Sugar Refinery. Wm. Sharpe was fined \$8 for using threatening language to Bernard McDevett. Two drunkards were remanded.