

The St. John Standard

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H. V. MacKINNON,
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ST. JOHN, N. B., SATURDAY, SEPTEMBER 11, 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.

ANOTHER BATTALION TO GO

Col. H. M. Campbell announced yesterday that he had under his command at Sussex 1189 men for the 64th Battalion. This is something in excess of the number actually required for the battalion, if we exclude reserves, but arrangements have been completed whereby all men offering and satisfying the tests will be accepted.

Last evening Col. George W. Fowler, M. P. received advice from Major General Sir Sam Hughes that his offer, made some months ago, to raise and command a battalion from New Brunswick and Prince Edward Island, had been accepted. As soon as orders are received to recruit this battalion an active campaign will be commenced.

Col. Fowler has been an active militia man for years and his offer for service is distinctly illustrative of his willingness to sacrifice his business and professional activities for the sake of his country. He is following in the path of other patriotic New Brunswickers, Col. H. P. McLeod and Col. Guthrie, who went to the front with the first contingent, Col. J. L. McAvity with the 26th, Col. H. M. McLean, Col. Kirkpatrick, Col. H. M. Campbell and others. This province has made an excellent showing in the matter of her militia officers going on active service. Col. Fowler, the latest to be appointed to a command, will receive the hearty congratulations of his many friends and admirers.

THE WAR SITUATION.

Although last night's despatches from the war zone contained no one item of outstanding importance, they indicated that while Germany is gasping from over-exertion her enemies have "gained their second wind" as it were and are vigorously attacking her on all fronts. In the West hand fighting has continued, with the advantage swinging toward the French troops, who have succeeded in resisting German attacks on several sections of the front.

In the East, the Russians maintain a stubborn resistance and while their supplies of munitions, home made or hauled overland from Japan, are not yet sufficient for their requirements, they have been sufficiently increased to encourage a determined stand against the foe, and, occasionally, to hazard a counter stroke. As the result of continued advances into Russian territory the Germans and Austrians now occupy positions which may in time prove decidedly precarious. In Courland they are still seeking to make an effective crossing of the Dvina River but with indifferent success. A correspondent, writing of the campaign at that point, says the delay to the Germans is due, first, to the accurate fire of the Russian artillery, and secondly, to the swift river current which prevents the construction of pontoon bridges. Until the Dvina is safely crossed the Germans can make no real progress toward Riga, so the importance of the campaign there can be imagined. The Russians claim to have improved their positions on the Shara River, east of Grodno, and still hold Vilna, while the Germans are struggling in the Pripiet marshes.

In the fighting for the possession of the points of the hotly contested triangle near the Galician border the Germans have met with some success. The triangle is formed of three fortresses, of which Lutsk occupies the northwest corner, Dubno the south and Rovno the northeast. The Germans have taken the first two and are advancing on Rovno, where Russian armies are concentrating to meet them. It is the opinion of reviewers that the struggle for the possession of the last named fortress will be one of the fiercest of the recent campaign.

Along the Italian frontier progress is being made by Italy's troops against the Austrians, although the nature of the country is such that advances must necessarily be slow and difficult. The Italian army, however, is gradually bringing its full forces to bear and the struggle cannot much longer remain indecisive.

The recent visit of General Joffre to the Italian headquarters is taken to indicate that the Italians may shortly enter upon a more active cooperation with the French armies, possibly in the hope of defeating Napoleon; Rome over-

the invasion of Alsace. There is nothing to report from the Dardanelles, although it is generally believed important events are pending.

The situation in the Balkans has not materially changed. Serbia is reported to have offered additional concessions to Bulgaria, which have not yet been accepted. The Bulgars are said to have entered into negotiations with Turkey so it is not yet established that they will enter the war on the side of the Allies.

The reported massing of Austrian troops on the Roumanian border is indicative of a fear in Vienna that the Roumanians may soon elect to throw their well equipped armies into the field and, in consequence, the Austrian government is getting ready to repel what should be a formidable invasion.

From every point of view the campaign of the Allies is progressing favorably. It is generally believed that Germany's best efforts have already been expended and that from now on the advantage to the Allies will increase. With the forcing of the Dardanelles, a triumph which should be scored in the near future, Germany's case will become even more desperate than it now is.

"TOO MUCH POLITICS"

The "accurate" and "independent" Times has been caught at it again. Yesterday evening that newspaper, on its front page, announced the arrival in Fredericton of Hon. J. D. Hazen and presented to its readers the interesting and "accurate" information that "soon after his (Mr. Hazen's) arrival he proceeded to the departmental building and was closeted with Premier Clarke." It was an interesting little story and, by those who have taken their political information from the Times, might easily be misconstrued. As a matter of fact Premier Clarke left Fredericton on Thursday night and came to St. John, visited Salmon river yesterday and returned to this city where he is today. Hon. Mr. Hazen reached Fredericton at noon yesterday and spent several hours in the capital, motoring to St. John last night. He had no conference with him and, in fact, did not see him yesterday, either in Fredericton or St. John.

It was plainly the purpose of the Times to convey the impression that the Minister of Marine and the Provincial Premier met to discuss recent allegations against supporters of the local government. The only difficulty about the story is that the "conference" referred to did not take place. Possibly with the Times it is another case of "too much politics."

Seventeen recruits yesterday for the 64th. The young men of St. John are answering the call.

We have it on the authority of such eminent pacifists as William Jennings Bryan and Sir Wilfrid Laurier that preparedness is not a preventive of war. Of course those gentlemen by considering the case of unprepared Belgium will be ready to admit that unpreparedness does not always prevent war either.

Admiral Von Tirpitz of the German High Canal Fleet threatens to resign if he is not permitted to continue his campaign of submarine murder. It would be a good idea to transfer him to the command of a German squadron and send that squadron out to engage the British ships. Then he would trouble Berlin no more.

Dealing with the possibility of peace the Ottawa Citizen has the following:

"Peace which would leave Germany in the possession of Belgium and of her army and navy would be merely a truce. It would leave the world on the brink of another war greater even than that which is convulsing civilization today. The only peace worth while, peace that will bring with it wider freedom and more permanent security can come only when Germany has been bled white. And victory can come only when 8,000,000 Germans have been put out of battle either by death, disability or capture. So the North defeated the South; Europe defeated Napoleon; Rome over-

came Hannibal. This is the view of Russia, France, Britain, Italy."

It is reported of the Kaiser that he recently entered a Russian city which had been battered by German artillery and posing theatrically on a pile of ruined masonry thanked God for the victory. It is not known whether the Kaiser's retinue includes an official court photographer, but there is a good chance that the senior partner of the firm of "Me und Gott" had himself snapped in several poses. Some day the opportunity may be given to some photographer to take another picture of Wilhelm on a stone pile, but it will be located in Germany.

STREET RAILWAY'S SIDE OF QUESTION

H. M. Hopper makes reply to statement of Commissioner Potts re rails.

Replying to the statements made by Commissioner Potts in reference to the difference between the city and the street railway company, Mr. Hopper, manager of the St. John Railway Company, has issued the following: With reference to the Commissioner Potts' communications to the Globe and Times yesterday afternoon the Commissioner seems to have forgotten that the difficulty over Princess and Union streets arose from his requiring the company to replace its tracks there with grooved rails. While the court in the decision of the special case incidentally mentioned the matter of bringing the tracks up to grade from time to time established by the city engineer, I believe it had no intention to impose the burden upon the company of relaying its entire track system in the city at new grades established by the Commissioner for the sole purpose of putting the company to the expense of providing a foundation for his new pavement, and we are sure the Commissioner entirely misinterpreted the judgment. The judgment in the special case held the Commissioner to be in the wrong with reference to his contentions as to Union and Princess streets and under the agreement upon which the case was submitted the city is put to the expense of the work done by the company at these places. The Commissioner is also in error in stating that in August, 1914, he asked the company to raise the intersection at the corner of Princess and Carmarthen streets. What he did ask me was to have one rail raised and the other rail lowered. This work was done in the usual way and not shinned up as the Commissioner stated. Of course if it had been shinned up it would be obviously impossible for both rails to have gone down because of the shims, when as a matter of fact one rail having been lowered, no shims could possibly be used there. Our engineer advises us that this intersection is still at the grade given by the city and has not in any way settled. The Commissioner is also in error in stating that the company raised its northern track between Adelaide street and Douglas avenue because of orders from the Commissioner of Public Works. The Commissioner of Water and Sewerage had occasion to lay a sewer under this track and when the company replaced its track when the sewer was completed it was replaced at the grade given by the City Engineer and a concrete foundation was provided because otherwise owing to the excavation for the sewer the track would have settled. The work was done by the company there solely because of the Water and Sewerage Department having occasion to do work which necessitated the removal of the tracks and we did not and do not recognize in any way the right of the Commissioner of Public Works to put us to the expense of altering the grade of our tracks because from time to time he wishes to change the grade of a street. It can readily be seen that such power given to any city commissioner would be intolerable and we have no doubt whatever that the court will hold that the Acts of Assembly under which the street railway system was laid do not expose the company to the whim of the person who from time to time may occupy Mr. Potts' position.

The Commissioner is also in error in stating that the tie-up at Douglas Avenue was occasioned by the St. John Railway Co. The Commissioner knew the company's position with reference to the raising of grades and that we absolutely denied his legal right to compel us to change the grade of an entire system. He also knew that the matter could have been settled by the court without any inconvenience to the public had he so desired. That he did the work without any intimation to the company as to when he intended to do it and in the middle of the night is conclusive that he wished to anticipate the decision of the court and desired to cause the company and incidentally the public as much inconvenience as possible. Between Douglas Avenue and Adelaide Road the northern track is now obstructed by the Commissioner's concrete mixer and a large pile of sand and broken stone being placed upon it, thus preventing the company from using this track from Douglas Avenue and making it necessary for the passengers to walk from Douglas Avenue to Adelaide Road.

The company pays the city \$14,400 a year expressly for repairs in the track section and removal of snow, yet the Commissioner, while keeping the money, seeks to put the expense of road work in this section upon the company.

Little Benny's Note Book.

By LEE PAPE

Me and ma was coming home in a trolley car from down town today, and a lady with a littel geri got awn and sat rite in frunt of us, the lady beeing fat with red flowrs in her hat and the littel geri beeing pritty big for a littel geri, with a grate big ribbin awn her hare and socks part way up her legs.

G wiss, ma, I sed, if my legs was as lawng as that, I woodent want to ware socks.

Shh, not se lowd, sed ma.

Well, I woodent, wood you? I sed.

Shh, sed ma. And jest then the conductor calm up and the lady hand-

id him an ixchange tickit, and the conductor sed, How about the geri, youll haf to pay for her, you no.

I no nutthing of the sawi, that littel geri is only 3 years old, arent you Klara, the idee, I never herd of sutch an imperishin, sed the lady.

3 years old, wy, how can she ony be 3 years old, look at her legs, sed the conductor.

How dare you, sir, sed the lady, look at yure own legs.

But look at the child's legs, sed the conductor.

I must ask you to stop alluding to my dawters limms in this publick manirr, or I shall be obliged to report you, sed the lady, its a nice state of affares wen a lady cant take her dawter in a publick conveyants without having her limms remarked upon in a lowd tone of voice by the conduct-

tor.

But, madum, sed the conductor, I was ony saying.

I herd wat you was saying, and if you dare to repeat it I shall leave this car immedidly and rite a lettir to the kumpany, sed the lady. And the conductor looked scored and wawked away and aftir a wile I pulled sum of the geris hare wich was hanging ovir the back of the seat and she turned erround to see wat was doing it and I sed, Say, how old are you,

6 and a half, sed the geri.

Wich she looked it.

TRAFFIC REGULATIONS.

Several automobilists appeared in court yesterday morning to answer to the charge of violating sections of the street traffic law. In the case of A. Fraser Armstrong, reported for driving his car on the wrong side of the road, a fine of \$10 was struck, but allowed to stand, as was the case with Edwin McGuire for exceeding the speed limit; A. C. Smalley, for not sounding his horn on the street corner, and Emery Bros. for not having the rear light of their car in operation.

A. Friedman, charged with driving his team on the wrong side of the street, was told that he was liable to a fine of \$10. The fine was allowed to stand, as it was also in the fine on John Lyons, also reported for violating the traffic law. George Beckingham, reported for violating the traffic law and for refusing to give his name to the police officer when questioned, was severely lectured by the Magistrate. The fine for violating the traffic law was allowed to stand, but the fine for the more serious offence was enforced.

FUNERALS.

The funeral of Mrs. Wm. Hall took place yesterday afternoon from her late residence, 361 City Road. Rev. Dr. Raymond conducted the services. Interment in Cedar Hill.

Albert T. Hicks, Special to The Standard. Dorchester, Sept. 10.—The funeral of the late Albert T. Hicks of Upper Dorchester, on Sabbath last was attended by a great number of people. The funeral cortege was over a half mile long. The services were conducted by the Rev. W. H. Fieda of the Baptist church, assisted by Rev. B. H. Thomas.

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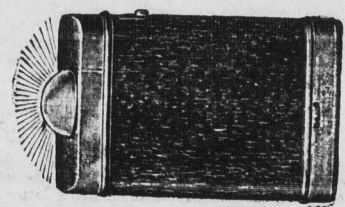
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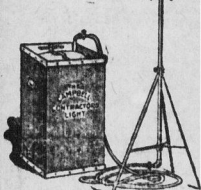
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