

BLOCKADE ON MORE BUSINESSLIKE BASIS

LESS FRICTION AND MAXIMUM OF EFFICIENCY EXPECTED UNDER NEW BLOCKADE PLAN

American Shippers will be Advised of Probable Fate of Cargoes they Desire to Ship and Thus be Saved From Running Financial Risk Blindly.

London, March 3.—Discussing the duties of his new position today with the Associated Press, Lord Robert Cecil, minister of war trade, said: "Co-operation has been secured. We expect by the adoption of the new plan suggested by Consul-General Skinner to greatly assist American shippers in their trade with neutrals. We are now considering the contraband list to see if it is adequate to present conditions."

Lord Robert Cecil expressed confidence that the re-organized department would conduct the blockade with a minimum of friction and a maximum of efficiency. "My new department," he said, "will include what formerly was handled by the Foreign Office war trade departments, which, contrary to the general belief, was independent of the Foreign Office and the Admiralty. The co-ordination of the three has now been secured, and we hope its working will allay the irritation of neutrals. At any rate the blockade will be conducted on a more businesslike basis. I am working with great cordiality with the admiralty, who provides an admiral from the North Sea who is in actual contact with the work of stopping ships."

"Although Consul-General Skinner's modesty disclaims the credit, I can say that the new plan of dealing with American shippers was his suggestion. As formerly conducted British shippers could ascertain in advance definitely what could go through to neutrals, while Americans had to take a chance, with resultant financial risk."

"Under the new plan the machinery, which has been left to British diplomatic and consular officers in America, will be put in operation whereby the British government will give American shippers information as to the probable fate of any cargo they desire to ship. Any cargo which corresponds with freight which the British exporter would be permitted to ship under a license will be given a letter passing it through the blockade."

"The government, however, will reserve the right to stop a ship of any suspicious circumstances arise warranting such action. We will not attempt to dictate to American shippers what they shall ship, as we do to our own shippers, but will give them all necessary information."

"There has been no extension of the contraband list, but it is being considered to see if it is adequate to present conditions."

Questioned about the effect of the blockade on Germany, Lord Robert said:

"The rapid fall of the mark is the best indication that our economic pressure on Germany is being felt, and the evidence is growing that the German people are beginning to feel the pinch due to the shortage of food."

"The war trade minister concluded the interview by declaring his disbelief in the story that a commission headed by Viscount Bryce was going to America to discuss the blockade problem."

"The government is quite satisfied with the work of Ambassador Spring-Rice," he declared.

GERMANS ADMIT BRITISH VICTORY ON YPRES CANAL

Say Our Troops Recovered All Ground Lost on Feb. 24th and Also Penetrated German Front at a New Point—Claim British Driven Out of This Section.

Berlin, via London, March 3.—The official statement follows: "Western front: Southwest of Ypres, the canal, the British broke into the positions taken from them on the 14th of Feb. and even penetrated over a small front into which were previously our forward trenches. They were driven out of these, but still occupy some parts of the bastion. "South of the canal at La Bassée lively fighting developed at close quarters before our front in conjunction with enemy mine explosions. "In the Champagne the activity of the enemy's artillery increased in places until it became very heavy. "In Bolante wood, northeast of Lachalade in the Argonne, a tentative attack by the French was repulsed easily."

"On the heights east of the Meuse, after heavy artillery preparations, we cleared the village of Douaumont of the enemy and pushed out our line to the west and south of the village, as well as of the armored fort, to more favorable positions. More than 1,000 prisoners and some heavy guns were brought in. "Our airmen dropped bombs in the vicinity of Port Verdun. To the east of Douai, Lieut. Immelmänn shot down his ninth enemy aeroplane, a British biplane. Of its two occupants one was dead and the other seriously wounded. "Eastern front: On the Dvina, east of Friedland, there were patrol engagements and also on the Sereth. "Balkan front: There is nothing to report."

Mrs. Harriett Todd.

The death of Mrs. Harriett E. Todd, widow of Dr. William H. Todd, took place in Boston, Sunday. After the death of her husband she left St. Stephen for Boston to reside and spent her life in philanthropic work and doing all she could to help others. According to her express wish, her body was cremated, the ashes were brought to St. Stephen and interred in the Todd lot in the Rural cemetery.

You Can't be Neutral on the food question. You have to decide between mere palate-foods that contain no nutriment and foods that repair the bodily waste. Shredded Wheat Food is both a palate food and a muscle builder. You can keep in good health and at the top-notch of physical fitness by eating this delicious, ready-cooked, whole wheat cereal for breakfast, luncheon or any meal.



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FRANCE HONORS KITCHENER

Grand Cordon of the Legion of Honor for British War Secretary.

London, March 3.—Field Marshal Earl Kitchener, British Secretary of State for War, received today the Grand Cordon of the Legion of Honor from the French ambassador at the war office, it was officially announced this evening.

PICTOU MAN KILLED AT YARMOUTH

Fell off wharf and struck head on cake of ice — Belonged to crew of Patrol boat.

Special to The Standard. Yarmouth, N. S., March 3.—Daniel McDonald was killed some time last night having fallen off L. B. Baker and Co.'s wharf striking his head on an ice cake. He was one of the crew of a patrol boat in port. An inquest was held this afternoon. His body was found by two boys at noon today and as his head was in the water it was at first thought he had been drowned. He was about 43 years old and belongs to Pictou. "Accidental death," was the verdict.

VALLEY RAILWAY TO ST. JOHN ON WESTERN SIDE OF RIVER?

Completion of Line from Gagetown to this port and new proposal for Maine Central connection indicated by Fredericton Gleaner forecast.

Special to The Standard. Fredericton, March 3.—An official announcement is expected within a few days regarding St. John Valley Railway matters. It may be that the announcement will not come until the opening of the legislature, but, when it is made, it will be not only of great importance but also of a most pleasing character to the people of the province.

"A decision," the Gleaner says, tonight, "has about been reached regarding extension of the road and an arrangement is now being completed between the provincial and Dominion governments whereby construction work will be resumed at an early date."

"In view of the financial situation caused by the war the extension of the railway from Centreville north will, it is believed, be deferred until a more favorable period and in the meantime efforts are being directed to the rapid completion of a direct connection with St. John and also to obtain by means of other connections, as much profitable through business as can be secured for the St. John and Quebec Railway."

"Under such conditions it will be but natural if the route down west side of the St. John river from Gagetown to St. John has finally been determined upon. It was originally provided in acts and agreements that the line should be constructed on the east side of the St. John river south of Gagetown and connect with the Intercolonial in the vicinity of Robbsey."

The Dominion government originally agreed to guarantee bonds for \$1,000,000 towards the construction of bridges over the St. John and Kennebec rivers and later agreed to construct these bridges if found feasible. "Surveys and reports that have been made show that bridges over the St. John river alone would cost \$2,300,000 and would require construction of piers in such depth of water and soft material as would make success and cost of construction problematical. Owing to hazardous construction, tremendous cost, cost of maintenance, its interference with navigation on the St. John river, annual fixed charge of \$120,000 which would be made up of interest, maintenance and operation costs, and length of time required for its construction, it has been felt that in the public interest some other route

if possible should be found.

"The result is that after making a study of the country between Gagetown and St. John it has been found that the railway can reach St. John union depot by remaining on the west side of the river via Westfield by a route which, if following the river, is at most only a mile longer than the bridge route above described and that such a line can be constructed for more than \$700,000 less cost to the St. John and Quebec Railway for their portion and save the cost of bridges, a matter of more than \$2,000,000 to the Dominion government."

A saving of \$2,500,000. "This would mean a saving of public monies for both governments of more than \$2,800,000 as compared with the eastern route and the opinion of engineers it is stated that the Westfield route can be shortened considerably when they come to make their final location surveys. This route is not encumbered with the difficulties above referred to in connection with the route via the east side and besides a large saving in the original expenditure, it possesses no disadvantages and has the advantage of three miles less distance from the transcontinental to west St. John, although the Courtenay Bay improvements are, of course, the ultimate object for the export business at St. John."

"The adoption of the route via the west side of the river St. John would doubtless mean that the Dominion government would secure running rights over the Canadian Pacific Railway's line from Westfield into St. John, pending a final decision as to the best manner of entering St. John by an independent line to reach union depot as well as the main yards of the I.C.R. and Courtenay Bay."

Short Line to New England Points from Centre and North of the Province. "In the meantime a proposal has been made that in view of its proximity to the Maine Central Railway, a connecting link should be constructed between the St. John Valley Railway and Maine Central Railway. A connection of this character would give New Brunswick a second independent railway connection with New England and provide a short line to New England points from central and northern portions of the province. The location of this connecting link is, of course, a matter for engineers to decide after investigation, but it looks as if the long talked of short route from Fredericton, or a point above this city, to Vanceboro via Harvey station is about to be utilized."

Commenting editorially upon its announcement that construction work on the Valley Railway is to be resumed and that the west side route is to be followed, The Gleaner says editorially:

"Not only does this arrangement provide a direct and short route via the Canada Eastern division from Mc Givney Junction to Fredericton and thence via St. John Valley Railway to St. John for traffic of the National Transcontinental Railway, but it means that this line will be available for carrying business to St. John with in a comparatively short time."

"The advisability of building the extension of the Valley Railway along the western bank of the St. John River, is also emphasized by the proposal that in view of its proximity to the Maine Central Railway, a connection link be constructed between the St. John and Quebec Railway and Maine Central Railway. A connection of this character would give New Brunswick a second independent railway connection with New England, as well as providing a short line to New England points from central and northern portions of the province. Where this connecting link would be constructed would of course be a matter for decision by the engineers after a thorough and careful examination, but no doubt they would have in mind the long talked of route from Fredericton, or a point above this city, to Vanceboro via Harvey station, terminus at Vanceboro on the Maine border."

"That it will be possible to have great advantages of these connections, and also have work go on at a time when economy must be practiced, particularly in respect to public works and development of enterprises, such as railways, must be a matter of unbounded satisfaction to the people of New Brunswick. The aim of Hon. J. Douglas Hazen, who, when premier of New Brunswick, took the first practical and decisive steps towards giving the province this railway, and without whose warm friendship and energetic support the enterprise could never have been successfully carried on, and the ambition of others who have carried on the work are to be realized, there is to be a smaller expenditure of public monies by almost three millions of dollars, which in the empire's present crisis must be a matter of considerable importance, but New Brunswick is to have the beneficial advantages which must come from the completion of the railway. These are results which only a prudent and businesslike administration of public affairs can bring about. The public will now pretty well appreciate the bigness of the scheme which has been in process of development."

Here Is a Certified Cure Of Chronic Salt Rheum

By Use of Dr. Chase's Ointment—Also a Bad Case of Eczema Just Reported Cured.

Eczema and Salt Rheum are different names for practically the same disease. Small pimples or vesicles form in groups, break and run watery matter, a crust is formed, itching is intense and the disease shows a strong tendency to spread over the body.

Whatever may be the cause, Dr. Chase's Ointment will cure, for it heals and dries up the sores and leaves the skin soft and smooth. Mr. Geo. E. Compton, Brooklyn, Lot 61, P.E.I., writes:—"I suffered for two years with Salt Rheum. Though I consulted three different doctors and tried many medicines, it was all to no effect. A friend advised me to try Dr. Chase's Ointment, and I am glad to say that when I finished the sixth box the Salt Rheum was all gone. There can be no doubt that the cure was entirely due to the use of this ointment, and I want other sufferers from Salt Rheum and Eczema to know about it."

Mr. Geo. Hume, J. P., Brooklyn, Lot 61, P.E.I., writes:—"This is to certify that I know Mr. Geo. E. Compton, and believe his statement to be true and correct."

Mrs. Allan Weber, whose husband is proprietor of the Manitoulin Woolen Mills, Sheguandah, Ont., writes:—"I have had a bad case of Eczema on my right leg below the knee. I tried all kinds of ointments and liniments, but to no avail, and was pretty well discouraged. Hearing of how Dr. Chase's Ointment is curing Eczema, I decided to give it a trial, and I am glad to say that it made a complete cure. The sores healed up completely, and I have had no trace of the old trouble for over a year."

It takes a little patience to cure a severe case of Eczema or Salt Rheum, but you soon obtain relief by using Dr. Chase's Ointment, and you can see with your own eyes the benefits obtained once the healing process sets in. Dr. Chase's Ointment, 60 cents a box, all dealers, or Edmanson, Bates & Company, Limited, Toronto.

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Say, My Eligible Friend!

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WILL YOU BE SKULKING OFF IN A CORNER LIKE THIS WHEN THE BOYS IN KHAKI COME MARCHING HOME?

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in orders, to be acting corporate, Private Vincent and Gallant. To be acting Lance Corporal, Pte. Cannon. 68th.

NO SURPRISE IF TURKEY GIVES UP THE FIGHT

London, March 4.—The morning newspapers feature despatches from Athens which declare that agitation in Constantinople in favor of peace is becoming so pronounced that it would surprise no one if Turkey suddenly capitulated to the Entente Allies. It is reported also that Rachmi Bey, governor of the vilayet of Smyrne, is trying to arrange separate peace terms with the Entente.

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