

The St. John Standard

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ST. JOHN, N. B., THURSDAY, DECEMBER 10, 1914.

"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.

GOOD WORK WELL DONE

There are several reasons why the opening of the new dock at West St. John, this afternoon, should be of more than ordinary interest to the people of this city. In the first place it marks the completion of a most important addition to the harbor works already established here, and, in the second, it represents the successful fulfillment of a contract which when it was entered into was deemed, by many, impossible of accomplishment this winter. But the managing director and men of the Maritime Dredging and Construction Company set to with a will and aided by the splendid co-operation of Hon. J. D. Hazen and Hon. Robert Rogers finished their work in time for the new facilities to be in active operation this season. It is expected that a short time after the new wharf is formally opened the big C. P. R. liner *Messabie* will be docked at it, thus marking the first trip to this port of this one of the C. P. R.'s fine new trans-Atlantic liners.

To Mr. M. W. Doherty of the Maritime Dredging and Construction Company is due more than a passing word of praise for the work which, today, is formally recognized as complete. The difficulties in the way of getting the new wharf and sheds ready in time for this winter's business were not slight, but the company received every assistance and for the successful result of their efforts have reason to be grateful to Mr. Hazen and Mr. Rogers.

It will be remembered that when the Empire war complicated affairs all over the world, and it became necessary to curtail or postpone some of the great public works planned by the government for different parts of Canada, Mr. Hazen and Mr. Rogers were mindful of the promise made to the people of St. John and instead of curtailing the instruction given was for a more speedy completion of the contract. As the result additional workmen were employed and when the people of St. John, this afternoon, witness the excellent work done they will realize that much of the credit is due to Mr. Hazen. It became apparent, some weeks ago, that the permanent sheds for the new wharf could not be erected in time for this season's business, so the Minister of Marine was appealed to and he secured temporary sheds for use until the permanent structure can be completed. The net result is that the facilities are ready for the business to come to them.

But this is not the only evidence of Mr. Hazen's good work which this city and port contains. Over on the West Side is one of the finest marine depots in existence, the construction of which must add to our importance and tend to bring additional business to us. Also, the other day, announcement was made that the harbor channel would be straightened so that the port of St. John will be one of the easiest ports on the Atlantic coast to enter at any time of tide. The Negrotown Point breakwater is to be extended to Partridge Island, as the result of Mr. Hazen's zeal and influence, and the improvement thus made will be great indeed. Aids to navigation in the Bay of Fundy have been improved and added to until now the Bay is as well lighted and buoyed as any similar waterway in the world.

Even aside from the matters which would ordinarily come under his own particular department, Mr. Hazen has been zealous at work for St. John and the province. More than one St. John manufacturing house has received, through him, contracts for materials needed by the British soldiers at the front. Such orders have assisted very materially in keeping the wheels of industry turning in these factories and conserving employment for our own workmen. Many other instances where St. John has benefited by Mr. Hazen's efforts could be mentioned but it is not necessary to dwell upon them. The people know the Minister of Marine as a worker rather than a talker, as a man who performs rather than one who promises.

In this he is in delightful contrast to the gentleman who presented in as New Brunswick's representative in a Canadian government. While it is not worth while to make comparisons at this time we notice that an evening paper of yesterday attempted to save for Mr. Pugsley some of the credit for government assistance in providing the splendid wharf system which St. John now enjoys. Mr. Pugsley, during his tenure of office, was profuse in promises and statements as to what he intended to do for this port; like the clergyman's maid he was always "just got to." But had he, and the government he supported,

been in power today St. John's Government built wharves would have been just about as tangible as Canada's Laurier built navy—a few sets of plans and nothing more. Fortunately, Mr. Hazen believed in action rather than promises—the splendid development of today is the result. It is an example of good work well done.

THE DAY'S WAR NEWS

The good news of the success attending the action between Vice Admiral Sturdee's squadron and the German war vessels under Admiral Von Spee, in which three German cruisers, the *Gneissau*, *Scharnhorst* and *Leipzig*, were sent to the bottom, comes as a speedy and most satisfactory offset to the loss of the *Good Hope* and *Monmouth*, for which loss the vessels disposed of yesterday were responsible. It also affords an interesting insight into the British way of doing things. Until his name was mentioned in despatches telling of the victory it was believed by the general public that Vice Admiral Sturdee was serving in home waters while the squadron he commanded was dispatched from England without any preliminary trumpeting or bombastic announcement. It went silently and effectively about its business with the splendid results as told of in our news columns this morning.

But the naval victory was not the only piece of good news brought by the cables last night. The Indian expeditionary force has been particularly successful in its operations against the Turks, while from both the eastern and western war theatres successes have been reported. In a communication to his Government Gen. Joffre, the intrepid commander of the French forces, intimates that he may have an important and desirable Christmas gift for the people of France and as Joffre, like Kitchener, is sparing of predictions it may be assured that an intimation of the sort is but the prelude to more exact tidings of an important victory.

In the east the Russians admit the loss of Lodz but, apparently, it was a bloodless victory for Germany. The reason for holding the city ceasing to exist, the Russians simply "moved out" and allowed the Germans to come in and take possession while the Czar's troops busied themselves more effectively elsewhere.

The most interesting political phase of yesterday's developments again concerns Italy. It is said that as a result of the Turkish proclamation of a "holy war" there may be an uprising against Italian authority by the natives of Tripoli. Such an event would certainly bring Italy into action against Turkey and, as German forces are aiding the Turkish troops, against Germany as well. Altogether the war news of yesterday is decidedly the best which has come forward for several days and may be regarded as only the prelude to even more important events in the near future. The assurance that Germany will be absolutely whipped both on sea and land is daily becoming more certain.

AN EXCELLENT SHOWING

The annual report of the Bank of Montreal which The Standard publishes this morning should be of particular interest to all Canadians, even those who have no financial stake in that mighty institution. The affairs of a financial organization such as the Bank of Montreal, reflect to a greater or less extent the condition of the country and judging from the report of the bank referred to the country is prosperous and likely to come unscathed out of the world test resulting from the present war. During the past year the Bank of Montreal has prospered and despite the dislocation of business conditions the outlook is good. This in no small degree is due to the wisdom and care with which the affairs of Canada's greatest financial institution are administered. New Brunswickers have especial reason for pride in the good showing set forth in the report as the general manager of the Bank of Montreal, Sir Frederick Williams Taylor is a native of Moncton, and a living witness to the truth of the old claim that in proportion to their population the Maritime Provinces have produced a larger number of leaders in all branches of professional and business activity than can be claimed by any other Canadian province.

The Newcastle clergyman who, in the course of a recent sermon, gave the Telegraph material for an article which it characterized as headed "Hard Knocks For Fleming" may have been actuated only by the highest motives in his rather partisan discourse. If the Telegraph article is a fair report of it, a rather risky assumption, of course, he is credited with saying that he is not interested in party politics. The Standard does not question his statements, but it is rather peculiar that a gentleman so free from political preference should always seek the columns of Grit newspapers when he has ideas which he desires to disseminate. Reference to the files of the Moncton Transcript of May 30, 1913, will show an article from the Newcastle clergyman in which political questions are touched upon. The voice of the church is always to be heeded with the greatest respect, but clergymen, like other men, should at least be perfectly fair in their condemnations as in their credits.

While the disgruntled Grit press may shriek at the action of Hon. Mr. Fleming and the Conservatives of Carleton-Victoria who placed him in nomination for the Federal Parliament, the fact remains that his action was the correct one. When a man is traduced and slandered by a skulking coward who will not come out of his own yard to fight, the only course open is to go into the yard after him. This is what Mr. Fleming has done and when the smoke of that encounter clears away Carvell and his anti-British, anti-Canadian sentiments will have been forever removed from the political life of this country. By accomplishing this Mr. Fleming will do the country an important service.

We are assured by the Grit press in this province that at last the local opposition party possesses a leader. That is good. All they require now is a party, a policy and an organizer in whom they themselves can have confidence and they will be almost ready for business.

Hon. C. W. Robinson is the new leader, but has anybody seen that party?

ZEPPELINS ARE VERY EXPENSIVE

It was on August 14, 1913, that the world was startled by the news that Zeppelin's airship, *Zeppelin IV*, had smashed all world's records for dirigibles, says Pearson's Weekly.

She had sailed triumphantly from Friedrichshafen to Mayence, and then by Bale, Strasbourg and Mannheim to Stuttgart. England, as a nation, was face to face with the fact that the Germans possessed an aerial cruiser capable of dropping bombs on London and then returning to Germany without descending to earth.

The *Fatherland* went Zeppelin mad, and when a little later *Zeppelin IV* came to grief a general subscription of \$1,500,000 was raised to replace and to build more like her.

Germany, if we can believe what we hear, still pins her faith to Zeppelins, and intends to use them against the English fleet.

One of the great arguments in favor of Zeppelins is their cheapness as compared with warships.

So far as construction goes, this is true. The newest of these huge airships, which are about the same length as a first-class battleship, can be constructed for about \$1,000,000. Thus nine can be built for the money spent on one dreadnought.

But if a Zeppelin is cheap to construct she is anything but cheap to run.

First of all, she must be filled with gas. The gas used is not common coal gas, but pure hydrogen, which is made at a factory and transported in cylinders under pressure.

The original *Zeppelin IV*, required no less than 1,000 cubic meters of gas for each filling, and, as each meter costs eight pence, this operation alone meant an outlay of \$2,800. To fill one of the newer and larger airships costs about \$3,500.

No fabric has yet been invented which is absolutely gas-tight, and the valuable gas is constantly leaking away. A filling lasts for a few days only, and for perfect efficiency it is necessary to feed a Zeppelin with gas every day.

Then as to fuel. A large forty-horse motor car will run about 15 miles on the gallon of petrol. A Zeppelin will not travel much more than one mile to the gallon. Her great motors drink up the spirit at a simply appalling rate. Running at full speed and doing, say 45 miles an hour in calm weather,

she consumes 150 gallons of petrol. The original *Zeppelin IV*, required no less than 1,000 cubic meters of gas for each filling, and, as each meter costs eight pence, this operation alone meant an outlay of \$2,800. To fill one of the newer and larger airships costs about \$3,500.

COULD NOT GO TEN STEPS FOR THE PAIN IN HIS KIDNEYS.

When you get a pain in the back you by rest assured that it comes from the kidneys, and there is no further excuse for any kidney trouble to exist. What more needs to be said? While Doan's Kidney Pills are not a "balm for every ailment that flesh is heir to," they are a positive, never-failing remedy for every disease that has its inception in the improper action in those delicate little filters of the blood, the kidneys.

Mr. Adair Cloutier, Eggenville, Ont., writes: "I was troubled with my kidneys for four years. They were so bad, at times, I could not go ten steps for the pain they caused me. My doctor could not do me any good. A friend advised me to use Doan's Kidney Pills. I bought five boxes, and now I have been cured for over three years. I will recommend them to whoever may be suffering from kidney trouble."

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Little Benny's Note Book.

BY LEE PAPE.

Mr. Parkins came to see my sister Gladie last night, and Gladie turned on the fonograf and they started to show each other sum nosh fox trot steps in the parlor, and I sat there and watched them a while looking moor like as if the floor was not hot they coodent hardly stand on it than it looked like dancing.

G, that's a funny kind of a dance, I sed.

I didnt heer enybuddy ask you for yure opinion, sed Gladie, if you dont like it you can awlways go out, you no.

I didnt say I didnt like it, I jst sed it was funny looking, I sed. Wich it was, and they kepp awn dancing it, and the fardr they dancd the hottir you mile think the floor was, and aftr a wile pop stuck his hed in the door, saying, Leep, hop and bee merry, so thats the fox trot, is it.

Yes, sir, sed Mr. Parkins, do you like it.

Well, its highly intristing from a medical point of view, sed pop, but in my day they didnt ust to call it the fox trot, they called it the Sent Vitus dance.

Ha, ha, very good, very good, sed Mr. Parkins. And him and Gladie stopped dancing and terned awt the fonograf and sat down, and pop sed, Wy, yure not cured, are you, I meen, yure not throo awfiredy.

Now, to catch yure fath of newmood.

O well, us old fellos must have our littel joak, you no wat Tension sed, Men may kum and men may go, but a joaks a joak for aw that, sed pop. And he stuck his hed out of the door agen laffing like enything, and Gladie and Mr. Parkins jst sat there tawking without starting to dance agen, so I went out to see if eny of the fellos was around, and aftr I had cald in agen and went to bed I herd the fonograf going down in the parlar playing the fox trot, and I went downstares in my pidjammers to see who was playing it, and the parlar door was shut and I opened it and heer who was jumping up and down awl by himself but pop.

G, pop, wat are you doing, I sed.

You musent open the door and shout at a persin that way, you pritty near scared the life out of me that time, sed pop, wy, im keeping warm, of coars, now you shut that door and march rite back to bed, do you want to catch yure fath of newmood.

Cant I jst stand heer and watch you a wile, I sed.

Beet it, sed pop. Wich I did, going back to bed agen, and I cood still heer the fonograf playing the fox trot, and aftr a wile I went down agen and peeked throo the keyhole and pop was still jumping up and down, heer pritty warm by that time, I gess, awn akkount of having his cote awf, and then I went back to bed agen and went to sleep and the fonograf was still going.

the consumption is 30 gallons an hour or a quarter's worth every two minutes. Then a Zeppelin must be properly used. She can stand but little in the way of weather. When on the ground, a wind that is not more than a strong breeze will prove fatal.

The steel framed sheds used for housing so huge a craft are very expensive. One built near London a couple of years ago to house a French airship bought for the British government cost \$100,000.

Navigators and crews must be highly paid, for the risk they take is a heavy one. The average account of each Zeppelin runs to about \$6,000 a year.

Repairs and upkeep form a very heavy item, but one of which there are no statistics available. One might perhaps guess this at \$7,500 a year for each ship.

And now we come to the greatest, or—from the point of view of the Germans—the worst expense of all.

A Zeppelin's working life is at most three years. At the end of that time, if not out of date, she must be rebuilt. She is perhaps the most perishable machine made by man; so much so that no insurance company would touch her, save at a prohibitive figure.

A battleship's life is a short and a dear one. Still we have plenty of useful ships 15 and even 20 years old. At any computation, you must build five Zeppelins to one battleship.

Now we begin to see why the German airship line which, about two

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RETURNS FRENCH FLAG

Paris, Dec. 8.—The emperor of Russia has restored to France a flag, which since the war of 1870 had been in German hands, until its recent capture by the Russians, during their invasion of East Prussia. An official announcement to this effect issued today says: "By the order of Emperor Nicholas, a French flag which was captured from the firemen of Transco in 1870 has been handed over to the French embassy at Petrograd. The flag was found by Russians in the officers' mess of the Eleventh Prussian Dragoon."

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