

The St. John Standard

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ST. JOHN, N. B., WEDNESDAY, MARCH 22, 1916.

"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.

CIVIL ADMINISTRATION.

Although civil election day is less than three weeks away there is, as yet, little or no apparent interest in what that day may bring forth. As far as candidates are concerned those at present announced can be disposed of in one election. For the office of Mayor, the present chief magistrate and R. T. Hayes will contest. Both are representative citizens, and either would be likely to give satisfaction in the office. For the two vacancies at the council board the candidates in the field so far are Commissioners Potts and McLellan, whose terms expire, G. Fred. Fisher and James L. Suggs, the latter as a labor representative. The two last named gentlemen have been unsuccessful candidates on a previous occasion.

There has been much criticism and equal commendation for the Commissioners who are now offering for reelection. Mayor Pinks has also been praised and blamed for various acts of his civic career. In this, Mayor and Commissioners have shared the fate of every public man. Probably election day will show that the friends of those now in power will support them at the polls while those who feel that the city's affairs have not been wisely administered in the past will exercise their franchise in favor of new men. The St. John citizens, as a rule, are apathetic in matters pertaining to civic or municipal administration. While this is not a proper spirit yet it has always been in evidence and probably always will be. But it is unfair to the city and the mayor and commissioners as well that citizens who do not display an interest in civic administration on election day should be the freest critics of it in the succeeding twelve months.

Second in importance to the personnel of the new council is the plebiscite to decide the form of the civic government. When the commission idea was first talked of The Standard took the ground that the system was no better than the factors entering into it—the man, rather than the Central was the main consideration. Other newspapers, ardent in their support of the new system, argued that the commission plan would produce better men and would, of itself, remedy many of the defects of the old regime. Whether that prediction has been verified the people are left to judge. Certain it is that Commission Government has proven successful in many cities and unsuccessful in as many more. Whether it is the plan best adapted to the needs of St. John can now be more intelligently decided than when it was first suggested for the citizens have had four years of experience of it, and should know its strong and weak points. That experience has shown that some of its supposed benefits were over-estimated as were also some of its reported defects.

True, under commission the city has spent more money and taxes are higher but there is more to show for the expenditure. It is but fair to say that some of the civic services were never in as good shape as at the present time and that the city's financial position is absolutely sound. It is for the people to decide whether these services could have been brought to the same standard with equal expenditure under the former system of government. It is probably quite fair to all parties to say that improved conditions in any public work can be brought about by larger expenditures under any system of civic rule. The main point to be remembered is this, that the citizens get just what they deserve in the way of government either civic, municipal or in the larger fields. If they are dissatisfied with their present civic rulers or the system under which they administer our affairs the opportunity to change both is at hand. If they feel that Commission Government is in the best interests of St. John and that the men at the council board are satisfactorily discharging the duties assigned to them they should not hesitate to reaffirm their confidence in it and them.

THE VALLEY RAILWAY.

In Parliament on Monday Hon. Robert Rogers made an important utterance in connection with the change of route of the St. John Valley Railway and the Dominion Government's atti-

tude toward the whole undertaking. He plainly stated that the Dominion Government recognized the important part the Valley Railway will take in national as well as provincial development and that in the new plans the Federal and Provincial Governments were working in complete harmony. Discussing the changed route the Frederickton Gleaner of yesterday said in part:

"As Mr. Rogers made it clear to the great disappointment of his critics, no part of the original plans are to be abandoned, excepting the plans of that section of the road where the St. John river was to be crossed some distance below Gagetown. The excessive cost of bridging the lower St. John, where engineering difficulties have presented themselves in the failure to secure foundations in less than a depth of two hundred feet, has already appealed to thoughtful people as completely justifying the Government in choosing another, and a practical, route to reach the Winter Port at the earliest moment possible."

"The change of route finds the solution of one of the greatest difficulties under which the Valley enterprise has been laboring. The arrangement for running rights over the C. P. R. from a point at or near Westfield to St. John, is of course a temporary expedient, adopted to facilitate connection with the Winter Port for Western traffic, while the permanent line is being constructed. These arrangements, however, as running rights are now provided, will afford facilities quite the equal of any to be attained by complete ownership. The owner in such cases is not the complete master nor the dictator as some have assumed. The interests and the rights of the other party are protected at all times by another authority, so that even if it had been the case that the running rights were a permanent arrangement the road would still be absolutely independent and entirely within the control of those who operate the system. Increase of traffic on two great transcontinental systems making for St. John as the Winter Port of Canada may and will ultimately necessitate additional tracks. But future arrangements will provide for this; and it is to be hoped that, with the business in good hands, it will soon be of sufficient volume to call for more than two tracks to handle it all."

"The link from the Valley Road at a point some nine or ten miles above Fredericton to the Maine Central at Vanochoro will further enlarge the usefulness of the Valley enterprise, and add considerably to its earning power. It will give to the people and the business of almost the entire Province a quick independent connection with the New England states where our short lumber and fish of all kinds find a ready market at good prices. There is no doubt that the business of this Province, and particularly that of the North Shore and the Miramichi, has been greatly handicapped by the absence of competitive connection with the New England markets. The new arrangement will therefore appeal to a very large number of our people as admirably meeting the requirements of the business community. It is certainly a commendable scheme. Some partizan with an ambition to find fault is reported to have said, it is a proposition of Gutelius. If so, it is the proposition of one of the broadest minded and one of the most successful of the railway men of America."

"The enthusiasm and the interest manifested by the Hon. Robert Rogers in the enterprise was natural. As a far-seeing business man he could readily appreciate the great advantages in arrangements which measure up to national needs. To our Mr. Rogers' sympathy and support in an undertaking of this character it is only necessary to convince him that the service is being prudently developed for the general public good for Mr. Rogers' hobby is national development in keeping with reasonably far-sighted business principles. That he is a good business head has implicit faith in what we are undertaking may be found in his remarks on the subject in Parliament last night, such as 'there is nothing that this (the Dominion) Government can do to assist in the carrying out of that enterprise that we are not prepared to do, and again referring to the possible need in the future of another bridge at St. John to accommodate the business of the transcontinental coming over the Fredericton and Westfield links, 'if there is expense in connection with these bridges, we will come to the relief of the people of New Brunswick, believing as we do that it is in the interests of the people of Canada to secure the most direct connection with that National Port' and again, 'we want it so managed that construction of this important work will be completed during this coming summer.' Mr. Rogers also intimated that it might just be possible that it would be in the interests of the country at no very distant date for the Intercolonial to acquire the St. John Valley and operate it as its own. From the broader standpoint this is probably a sound proposition; but with this road a revenue-producing investment for the province, and there is no

doubt now that it will be a valuable investment from the revenue standpoint, there may be considerable local objection to the transfer of the property. However, that is a matter for the future. Mr. Rogers, in authority, has spoken well and candidly on a subject of first importance to the people of this province."

The English Sparrow

They are writin' 'bout the thrushes 'Tellin' how they sing an' trill How the swaller dips an' rubes An' the midnight whippoorwill. Then the bobolink an' robin With the cuckoo an' the jays, Sets the poet's heart a-throbblin' In a mighty lot o' ways.

Praps they all deserve the praisin' That I'm thinkin' to sing, sed grandpop. But a little point I'm raisin' 'Taters haven't seemed to hit. First col' 'blast that comes a heavin' Makin' green an' flowers go. Sets the whole blamed pack a heavin' For some other place to go.

Now I know a chap in feathers Poots never seem to tune, sed grandpop. Though he's here in all the weathers In December as in June. He's a rusty common farrer. All he gets is scorn an' blame. He's the gritty English sparrow, Never squeals or quits the game.

Doesn't touch your vines or tillage, Nor your cherries, sed grandpop. Gets his livin' round the village, In the yards and in the streets, Couldn't sing a thing but twitter, An' he's nothing of a snob. But the plucky little enterpriser He's a stickin' to his job.

When the green is dead an' dyin' Only gray an' drift to see He will be a bird a flyin' In the shrub an' in the tree. When it's freezin' in the winter Snow drifts plin' to your hip. He'll be there, cheery 'chip, With his gritty, cheery 'chip."

George A. Cleveland.

King Peter The Brave

Interesting details of the part which King Peter of Serbia has taken in the European front. In an article contributed to the Corriere della Sera of Milan, from their correspondent on the European front.

"King Peter," he says, "was ill even before the war. It is because of his illness that the supreme command of the operation had to be entrusted to his son Alexander, the heir to the throne. The King was undergoing medical treatment at Topola. As soon as he felt convinced that Bulgaria would attack Serbia, the old King, ill as he was, decided to go to the front against the Bulgarians. The northern front had less attraction for him, but he wished to see face to face the aggressors of 1915, then fearfully punished the 'brothers' of the first Balkan war. The physicians opposed him, declaring it would be madness to go in his present state of health."

"The King resisted at first; then he seemed resigned. Very well, he answered the doctor. Two days later he left without telling the doctor. He arrived in Nish in a motor car and went to find Pashich in his hare study of the Palace and to ask permission to visit the front. Pashich was amazed to see the King so ill and anxious, with eyes like burning coals, the face thin and drawn. And the question astonished him: why should the King ask for a permit? 'I am a soldier,' explained King Peter; 'there is a Volodva in command of our armies, hence I must ask for permission.' They telephoned to Kragujevac then. The doctor was also summoned. The Volodva begged the King, the doctor commanded him not to go."

"Then the King said: 'Very well. It is in your power to refuse the permit to an old soldier. An old soldier of little use. But I am also the King. Perhaps the King can still do some good among his soldiers. Give me two gendarmes.' And he left for the eastern front, where his soldiers were waiting for him. The King was retreating before the dense masses Austria had poured across the Danube and the Save. He had to be carried to Lazarevatz, in the first line of Stefanovich's army, when he went into the trench of the Second Regiment, the famous 'Iron Regiment,' helping himself along with a stick. There he exchanged the stick for a rifle and said to his soldiers:

"My children, I know you are very tired. We have fought like heroes. But our country is in danger. He who can resist longer can go home again without fear of being punished. But the country is in danger, and I have come here with you, to die for our country. Let those remain who wish to die with their King for Serbia."

"Then he lifted his rifle and fired. The words of the old King, who had left his soldiers to fight in the trench, electrified the soldiers. They threw themselves forward without hesitation, and twelve days later not an Austrian was left on Serbian territory and Belgrade was retaken."

"Now the King was hoping for a repetition of the miracle. Again he visited the first line trenches, remaining with his soldiers for two hours, lifting laboriously the rifle to fire. But he appeared very sad on his ready departure. The ministers had already departed. He decided to return to Kragujevac."

"At Kragujevac he saw the car which was carrying the Generalissimo Putnik, the old never beaten Volodva, whom all Serbian soldiers call affec-

Little Benny's Note Book

The Park Ave. News.

Grandpop came around last nite, and after a while he sed to pop, Wuh-um, how about a little game of chess. As soon as I finish these war articles telling how the Germans and the Allies have got the war practically won, sed pop. And he kept on reading the paper, and pretty soon grandpop sed, Wv, your reading the sporting page now.

So I am, sed I am, wat a coincident, sed pop. I don't see wate the coincidents come in, sed grandpop, and pop sed. The coincidents is, jest as you manuevered it I happened to be reading it. And he put the paper down and and grandpop brat the chess board and things and they started to play chess with each other, both taking a leavin' wate to move, especially grandpop. Its your move, its your move, sed pop. I no it, I want to think it over, sed grandpop. Youve bin thinkin' it over for 10 minutes, I dont say that chess awt to be an excitin' game, but at least it awt to have sum motion visible to the naked eye, sed pop.

Done hurry me, sed grandpop. Impossible, sed pop. And they both kept on setting chare without movin', and then grandpop sed, All rite, ill move this pawn, now lets see wat your goin' to do.

And they both kept on setting there, and after a leavin' wate grandpop sed, Well, go on, I dont care this leavin', anyway. Pop not sayin' anythin', and after another while grandpop sed, Ill haff to be goin' home soon, chis is unreasonbl. Pop not sayin' anythin', jest settin' there with one elbo on the table holdin' his forhed, with his hand.

For goodniss sakes, father, move, wv dont you, sed ma. Hes jest dooblybrin' taking leavin' to get back at me, sed grandpop. Wich jest then there was a funny sound, and wat was it but pop moorin'.

Eesleep, well aint that reedictikits, sed grandpop. Willyum, wake rite up, wat a mean thing to do, wake up, sed ma. Wich pop did, jerkin' his hand up and sayin', Wat, O yes, whose ahead. Nobody, I dont perpose to play chess with a dead man, im goin' home, sed grandpop.

Wich he did. tionately 'Grandfather.' Putnik was coming from Kragujevac, which the Germans were on the point of entering. W. F. Humphrey, M.L.A., of Montreal, was at the Royal yesterday.

"The two cars met and came to a stop. In those days Krusevatz was stricken by the fear carried like a contagion by the columns of refugees from Nish and from the north. The road was obstructed by the people, the peasants' carts, the oxen. Some passed along the crowd—the King, the Volodva!—And suddenly that crowd was silenced as if by magic. They made a road for the cars to pass, lining the sides. The men lifted their caps, the women looked on with heavy, fascinated eyes. None said a word. Not a cry was uttered. The two motor cars moved on slowly, and it seemed as if a funeral procession were passing."

PERSONAL.

His Honor Lieut. Gov. Wood was at the Royal yesterday.

Hon. George J. Clarke and Mrs. Clarke of St. Stephen were in the city yesterday.

Attorney General J. B. M. Baxter went to Fredericton last evening.

W. F. Humphrey, M.L.A., of Montreal, was at the Royal yesterday.

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BATTALION A WEEK

Three Weeks' Tour of Nova Scotia Results in Securing of 3,000 Men for Highland Brigade.

Special to The Standard.

Halifax, March 21.—Lieut. Col. Borden, officer commanding the 85th overseas battalion, C.E.F., Nova Scotia Highlanders, has returned to Halifax after concluding a three weeks tour of the province in the interest of recruiting. The total number of men recruited during the tour approximates three thousand, or practically a battalion per week, which is believed to be a record for Canada. The three battalions, the 85th, 86th and the 193rd are virtually up to strength, but recruiting is still going on to allow for shrinkage and other losses of men.

Next week Lieut. Col. Borden will start on a tour of Cape Breton Island assisted by the band of the 85th battalion which helped during the recent tour.

Successful Entertainment.

The vestry of Main St. Baptist church was packed to the doors last night to hear the ladies present "How the Story Grew." H. V. Hayes acted as chairman and the following programme was carried out: Red Cross tableau, showing a number of ladies knitting socks for the soldiers, during which Corp. Smith delivered a very interesting address. Little Robert Morrell, recitation; Mrs. Murray Lonsdale; Miss Lilla Turner, reading; then seven of the ladies dressed in the style of hussar gowns entertained for about one hour in a dialogue and told "How the Story Grew." The ladies did so well that they received an invitation to repeat it for the benefit of the tobacco fund, and they will probably accept. Much of the credit for their success is due to the faithful coaching of Miss Ella McAlary and her pupils did her credit. During the evening a number of gramophone selections were rendered by E. P. Dyke, pianist.

Presented with Fountain Pen.

Dominion Lodge 445 I. O. G. T., held their weekly session, and evening in the lodge rooms. Temple building, Main street, when H. B. Cunningham, lodge deputy, installed Thomas Mullet as Chief Templar, and Jerry Howe as Marshal. After the business of the order had been transacted an excellent programme of music, readings and solos was carried through. E. N. Stockford, Grand Chief Templar, made an address, and on behalf of the members of Dominion Lodge presented to Corporal T. B. Brown, of the Siege Battery a handsome fountain pen. Corporal Brown received the gift with a fitting reply. Refreshments were served and a pleasant evening brought to a close with the singing of the National Anthem.

Address on First Aid.

The Young Women's Patriotic Association are invited to attend the meeting of the Canadian Club on Thursday evening at eight o'clock at the Art Club rooms, Peel street, to hear Lieut.-Col. Birdwhistell's address on first aid.

A Real Business Woman.

"I should say so. She can sharpen her own lead-pencil so that you'd think a man had done the job."—E. change.

BORN.

STILLWELL—At Hampton Village, on March 20th, to Mr. and Mrs. Arthur S. Stillwell—a son, Hugh Allan.