RUSSIAN SITUATION CONTINUES UNFAVORABLE

ES IN AIR RAID

SULDINE WINS 2.24 TROTTING IN SIX HEATS

Dr. Gordon Takes 2.18 Pace and Bobby C. 2.14 Trotting at Charter Oak Track.

Hartford, Conn., Sept. 4.—At the second day of the Grand Circuit meeting over the Charter Oak Park race track today there was nothing exceptional in the three events, except that it required six heats to decide a winner in the 2.24 trot. Bobby C. had an easy time in the 2.14 trot, taking the lead at the start and never being headed in any of the three heats.

In the 2.18 pace John A. P., owned by John A. Pilgard, acted badly after winning the first heat and was easily beaten by Dr. Gordon.

Suldine acted badly for Driver Murray in the first two heats of the 2.24 trot, which were won by On the Rhine but in the third heat he trotted in form and duplicated the performance in the fourth heat. The bay stallion apparently had the race won in the fifth heat when another break set him back and Crozier slipped into first place with Don Dix and clinched third money. In the sixth and deciding heat between the two horses Suldine lay in back of On the Rhine until the stretch and then passed Tallman as he pleased.

Summaries:

2.14 Trot, 3 in 5, $800.

Bobby C., b.g., by Sag B. (Fleming)	1	1	1		
Jess Y., b.m. (Brusie)	3	2	2		
Coastess Mobel, b.m (Crozier)	2	3	3		
Benzol, b.g. (Harding)	dis				

Time—2.14¼; 2.11¾; 2.12¼.

2.18 Pace, 3 in 5, $800, 4 Heats.

Dr. Gordon, blk.g., by Gordon Prince (Crozier)	3	1	1	1	
Lew Perkins, b.g. (Gardner)	2	3	2	3	
Billy L., b.g. (Nelson Lynch)	4	4	3	2	
John A. P., b.g. (Day)	1	2	dis		

Time—2.14¼; 2.15¾; 2.15¾; 2.19¼.

2.24 Trot, 3 in 5, $800, 6 Heats.

Suldine, b.s., by Worthy McKinney (Murray)	8	6	1	1	4	1	
On the Rhine, b.s. (Tallman)	1	1	3	2	3	2	
Don Dix, ch.s. (Crozier)	2	3	4	5	1	ro	
Peter Cara, ch.m. (Goode)	3	2	2	3	2	ro	
Rodantha, ch.m. (Murphy)	4	5	7	4	ro		
Oscar Watts, b.s. (Hyde)	7	4	5	6	ro		
Dwaretta, b.m. (Pilgard)	5	8	8	8	ro		
Holly Bud, b.m. (Proctor)	6	7	6	7	ro		
Mary Foran, b.m. (Brusie)	dis						

Time—2.14½; 2.19¾; 2.14½; 2.16¼; 2.19¼; 2.21.

$20 FALL OVERCOATS

The famous 20th Century Brand kind—well tailored—gray cheviots and worsteds and Scotch homespuns. The loose fitting slip-on or the more conservative shape—none made more stylish. Other qualities, $15 to $30.

And, remember, thousands of the best dressed men in Canada are wearing Ready-for-Service Overcoats.

Gilmour's, 68 King St.

Open Saturday evenings.

ST. JOHN HORSE THIRD AT CALAIS

Presque Isle and Houlton Entries Win—Norton Horses Last.

Gem McKenney, a Bangor horse, won the 2.25 trot and 2.28 pace, one event at Calais on Monday. Olive T. of Presque Isle was second and Mary Heir of Calais third. The time of the winner was 2.25¼, 2.25½ and 2.26¼. Olive Oil, owned by Mr. Gilchrist of Norton was sixth.

The 2.24 trot and 2. 27 pace was captured by Bangor of Houlton in three straight heats in 2.18¾, 2.20¼ and 2.19¾. Lady Ashbrook of St. Stephen was second and Pearl Pick of St. John third. Mr. Gilchrist's Mattie March was distanced in the first heat.

DEATHS.

TRACY—At Upham on Aug. 29th ult., Stuart Field Tracy, aged 2 months and 22 days, infant son of Jacob and Mrs. Tracy.

PALMER—At Palmer's Point, Kars, Kings Co., on Thursday, Aug. 30th, George Whitfield Palmer, aged 73 years.

Most Beautiful Car in America

ve long since demonstrated their independence of all lds."

n and women now buy a Paige—not because of the price h is attached to it—but because of its well established n as a fine mechanical product.

the Paige will always represent a "preferred investment" notor cars. Its actual cost in dollars and cents will always portant, but an altogether *secondary* consideration.

TFORD "SIX 51" - - - Seven Passenger $2,250 f. o. b., St. John.

OOD "SIX 39" - - - Five Passenger $1,740 f. o. b., St. John.

WHITE, -- -- -- Breeze's Corner

ENTENTE WILL SOON HOLD AN IMPORTANT MILITARY CONFERENCE AT PARIS

Russian Situation Will Be Considered in View of Demoralization of Armies in the Riga and Galician Areas and of Drive of Germans on Roumanian Front.

COMPLETE REVISION OF ENTENTE PLANS FOR THE FALL AND WINTER

Russian Retirement from Riga Continues—Hostile Ships Shelling Riga Coast — British Advance Lines Slightly Northeast of St. Julien.

Washington, Sept. 4—Word has reached Washington from Paris through official channels that the Entente Allies will soon hold an important military conference in the French capital for the purpose of re-canvassing the situation along all the principal fighting fronts.

The Russian situation will be considered on account of the disorders that have befallen the Russian armies in the Riga and Galician areas, and in the drive of the Germans against the Roumanian front. These reverses and the subsequent success of the Italian offensive are expected to bring about a complete revision of the Entente military plans for the fall and winter months.

Retirement Continues.

Petrograd, Sept. 4—The Russian retirement in the Riga region is being continued along the coast in a northeasterly direction, the war office announced today. In the Kuil district the Russians are retiring northward, having been dislodged by the Germans in the great Jaeger river region.

Hostile ships are shelling the Riga coast.

In the region of Graizem (twenty-two miles southeast of Riga), Mildep and Rybnsk, the Russians' retirement is to the northeastward.

Considerable artillery fire has developed in the neighborhood of Dvinsk.

British Statement.

London, Sept. 4—"The enemy's artillery showed great activity during the night northeast of Ypres," says today's official statement. "We advanced our lines slightly northeast of St Julien. We carried out a successful raid last night directly north of Lens. Our troops killed a number of Germans and captured several prisoners. A hostile raiding party was driven off south of La Bassee."

Washington, Sept. 4—German reinforcements rushed to the aid of the Austrians on the Italian front are being pushed back, according to official despatches received here from Rome. Unofficial estimates place the Austrian losses during the present Italian offensive at 128,500.

From Russian Front.

Geneva, Sept. 4—A despatch from Innsbruck says that after several appeals Field Marshal Von Hindenburg has consented to send two divisions of Bavarian torops from the Russian to the Isonzo front to strengthen the Austrian defenses.

Desperate Resistance.

Udine, Italy, Sept. 4—Field Marshal Von Arz, chief of staff of the Austrian army, is reported to be inspecting the Italian front for the purpose of re-organizing his troops demoralised by many recent attacks.

Monte San Gabriele is still making desperate efforts at resistance, but Italian pickets are gradually creeping up the slopes, making its fall only a matter of time when, as officers laughingly say here, "the Austrians execute another strategical retreat."

Fawcett Ranges Stand All Tests.

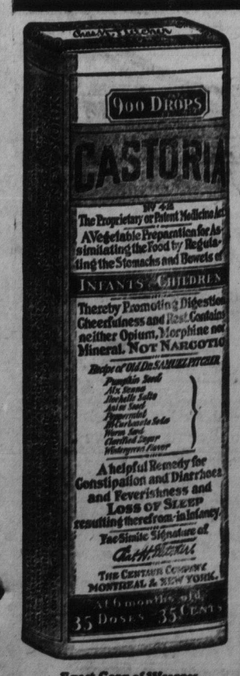
In another part of today's paper will be found the advertisement of the Charles Fawcett, Limited, of Sackville, N. B., manufacturers of high grade stoves, ranges and furnaces. For more than half a century this firm has been turning out thoroughly reliable and dependable goods which have become increasingly popular with the passing of the years. This company manufactures many lines and styles of foundry goods including the New Champion which is advertised in today's issue. The Fawcett Company have recently produced a thoroughly modern range called Fawcett's Imperial Double High Oven, which comes as near perfection as a range can possibly be. More information will be given concerning this range as time passes.

WILL NOT MATERIALIZE.

The Standard learns from reliable authority that the projected addition to the St. John County Hospital to provide accommodation for the treatment and care of returned tubercular soldiers, will not materialize. There has been a continued hitch between the county and military authorities in the matter and the hospital commission, it is understood, have decided not to proceed with the work. Other plans will likely be made.

The county authorities naturally felt that in view of the present building being the property of the municipality, any addition to it should come under the administration of the municipal authorities. The hospital commission took a different view, desiring that the addition should be operated entirely by the commission.

Mr. H. G. Marr and J. H. Marr of the Marr Millinery Co., Ltd., left last evening for Montreal, Toronto and New York.



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Mothers Know That Genuine Castoria Always Bears the Signature of *Chas. H. Fletcher.*

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CASTORIA

THE CENTAUR COMPANY, NEW YORK CITY.

SAYS C. P. R. IS NOT FIGHTING C. N. R. BILL

Lord Shaughnessy Issues Denial That His Company Has Endeavored to Influence Votes in Parliament.

Montreal, Sept. 4.—On being asked to make a statement in connection with the proposed acquisition of the Canadian Northern Railway by the Canadian government, Lord Shaughnessy, president of the Canadian Pacific Railway, made the following reply:

"I wish to deny most emphatically the statement published in a number of newspapers and evidently inspired, that the Canadian Pacific Company is offering organized opposition to the government's proposals about the Canadian Northern. Up to the present time no effort of any kind has been made by the company to influence the vote of a single member of the House of Commons or the Senate upon the measure now before parliament.

Claims a Ruse.

"This reference to the Canadian Pacific is the same old threadbare ruse to which resort has been had on more than one occasion, during the past thirty years, when railway schemes of one character or another were being considered by parliament.

"It is true that the acquisition of the Canadian Northern by the Canadian Pacific was discussed by representatives of the parties concerned, but the discussion was at the suggestion of members of the Dominion cabinet.

"After a time it was evident that no transaction was possible and negotiations were dropped.

"The fate or destiny of the Canadian Northern is not a matter of special moment to our company as a common carrier, but the company having enormous interests in Canada, naturally views with apprehension the possibility of the payment of an excessive price for the alleged equity of the holders of the majority stock and feels that some less speculative and more direct means should have been used to fix the amount than the very uncertain process of arbitration.

Private Speculations.

"It is to be hoped that if the transaction is carried out the country will not, in consequence be saddled with heavy liabilities heretofore undisclosed and that in fixing the amount to be paid under the arbitration proceedings, no consideration whatever shall be given to personal investments in unfortunate ventures such as coal mines, lumber mills, blast furnaces and other works alleged to have been undertaken for the advantage of the Canadian Northern enterprises, but being in fact private speculations of the promoters of the railway company.

"The references to my own attitude on conscription are offensive and unwarranted. On this subject and on every other question or work connected with the prosecution of the war I require no advice or inspiration from that little coterie of men who are engaged in fixing standards of patriotism and whose catechism fails to distinguish between loyalty to the King and loyalty to their particular projects or interests."

NEW PRESIDENT GRAND TRUNK HAS SPLENDID RECORD.

President Kelley began his railway career in 1881 on the Northern Pacific Railway where he was engaged as assistant engineer on location, construction and bridge building. He was attracted from the railway to the mining field in 1884, engaged in mining operations until 1887, when he accepted the position of resident engineer and superintendent of bridges and buildings on the St. Louis Southwestern Railway system, including the St. Louis Southwestern Railway of Texas and the Tyler Southeastern Railway.

His ability marked him out for speedy promotion, and three years later, in 1900, he was appointed chief engineer of the St. Louis Southwestern System, a position which he held until March, 1898, when he became consulting engineer of the same road, holding at the same time the position of chief engineer of the Minneapolis and St. Louis Railroad System, and having charge of the construction, maintenance and real estate departments. In 1900 his responsibilities were further added to by his appointment to have jurisdiction as chief engineer of the Iowa Central Railway.

In 1907 Mr. Kelley joined the Grand Trunk Railway System as chief engineer, four years later being promoted to the position of vice-president. The American Railway, Engineering and Maintenance of Way Association elected him president in 1905, and he presided over deliberations of that body until March, 1907.

Mr. Kelley has occupied the position of vice-president in charge of operation, maintenance and construction departments of the Grand Trunk Railway System, the great international traffic artery which links up New England and the Middle West with all the Canadian centres of population from October, 1911 to the date of his appointment as president of the combined Grand Trunk Railway System, Grand Trunk Pacific Railway and subsidiary lines. Mr. Kelley is a British subject.

To demonstrate the Efficiency of either the Remington or Smith Premier Typewriters I will place one on trial in any office in the city. A. Milne Fraser, Jas. A. Little, Mgr., 37 Dock street, St. John, N. B.

PRICE OF MILK IN ST. JOHN REFERRED TO FOOD CONTROLLER

Council Will Ask Controller and Minister of Labor to Investigate—City May Establish Depot for Distribution of Milk, Fuel and Other Necessaries—Appointment of Milk Inspector is Likely—What Parties, if Any, Are Making the Profit?

The city of St. John may establish a central depot for the sale of milk, fuel and other necessaries. The imminent necessity of such action pointed out yesterday by Commissioner McLellan in the course of the discussion of the milk problem seemed to impress the members of the council and important developments in the matter are expected at an early date.

The council at its session yesterday also referred the question of prices of milk in this city to the Minister of Labor and the Food Controller for their investigation. This is only a preliminary of the measures which indications are will be adopted in the solution of the problem. The appointment of a city inspector is within range of probabilities.

Various phases of the milk situation, and the high cost of living generally, were discussed at yesterday's session. The matters came before the council at the conclusion of the regular business of the board. Mayor Hayes referred to the fact that the question of the price of milk was a live one in the city at the present time. He had been in conference with the milk dealers who were facing the increase of two cents. The dealers were offering the producers one cent raise as a compromise, but the producers remained firm in their demands.

Mayor McKenna, of Sussex, was the authority for the statement that the producer could not sell his milk at the old figure. Mr. McKenna had written the fuel controller suggesting the prohibition of the export of heavy feed to the United States, which might operate to reduce the cost of operating expenses on the farm, and thus serve to provide cheaper milk for the consumer. Many producers were talking of disposing of their cattle owing to the loss that was entailed while several former producers had retired from business.

Commissioner Wigmore said that there were doubtless two sides to the question—the producers and the dealers. He thought that the council should investigate the question, and he moved that the matter be referred to the mayor to take it up with the food controller and the minister of labor. Since the investigation last fall conditions had changed quite materially. Both the cost of delivery and producing had advanced considerably. One thing appeared to be certain and that was that the producers would not sell less than fifty-six cents per can of eight quarts.

Commissioner McLellan said that when the milk question had been brought up before the board some time ago he then expressed doubt as to who was making the profit. He however, was now convinced that it was not the producer. Today the producer was paying $56 for feed, which he bought a comparatively short time ago for $26 and $28, while he was also experiencing difficulty in securing the necessary help to put in his crops. How many farmers were there who could sit back and buy brick buildings on King street and other parts of the city after coming to St. John without a nickel and dealing in no other business than milk. The council had nothing before them to show that the statements made by the milk dealers at the recent investigations were correct. He did not think that much would be accomplished by going to the government. All governments were alike. It did not matter whether they were Liberal or Conservative. One never received much satisfaction from any administration. The flour millers were allowed to exact big prices, and just as soon as the Liberals should come into power, if they do, the millers will jump the fence and join the party. The dealers were so zealous that they would secure one customer in North End and another at a far distant part of the city. There should be some reasonable proposition for distribution, which would reduce the expense for delivery.

Mayor Hayes said that if the dealers organized for distribution the minister would say it was a combine.

Commissioner McLellan said that the minister of labor was no bigger than the community. He wanted to say a word about another phase of the question. They would have to show him that all the "cream" sold as cream was cream. There could not be enough cows to supply all the "cream" used. He wanted the city to appoint a milk inspector to ensure that the milk sold would be up to the standard of the pure food law. The city itself as a corporation would of necessity have to take up the question of supplying milk, fuel and other necessaries.

Commissioner Fisher said that he felt very strongly that the council should endeavor to do everything possible in the matter, but he failed to see just what could be done by the board. He thought that the proposal for an inspection of the milk would be a good one, but he felt the idea could be carried out effectively by the city taking advantage of the appointment of the Dominion milk inspector, instead of appointing a permanent official.

Commissioner McLellan — That would be penny wise and pound foolish. Allow me to express that view. Who is the inspector?

Commissioner Fisher said that Mr. John C. Ferguson of the customs house was the inspector, and his services were available. He did not think that the city should take sides with either the farmer or the dealer until the council had complete information. Milk might be brought into the province from Quebec or Nova Scotia. Personally he would be glad to co-operate in any way possible in the solution of the problem.

Commissioner Russell said he didn't agree with his friend the commissioner of public safety (McLellan) in all his inspectorships, but he could heartily endorse his suggestion for the appointment of a milk inspector. One thing would at least be accomplished, and that would be pure milk—a very desirable thing for the city of St. John. When the commissioner brought in his motion for the appointment of an inspector he (Russell) proposed to second that motion.

Commissioner Wigmore said that before the city appointed an inspector they would have to secure milk for him to inspect. From the farmer's standpoint it was an absolute impossibility to produce milk at forty cents a can. Many former large producers had gone out of business. With respect to the margin of profit of the dealers, notwithstanding the remark of the commissioner relative to dealers purchasing brick houses, no big profit was being made. Aside from the dealer referred to, there was not a dealer in the city of St. John who made any money in the last twenty-five years.

Commissioner McLellan said his idea was that if the people could not get the milk from the ordinary channels that the city should buy and distribute it. He believed that this winter the city would be forced to deal in milk, fuel and other necessaries. That was the way in which a cure would be effected. If there was further delay in the matter of securing fuel, the city would be unable to get the facilities.

Commissioner Wigmore said the cost of delivery was the big item. If the business was handled by one corporation, the price would be lower, but how could the dealers be driven out.

Commissioner McLellan asked who would get the supply if the dealers would not pay the producers their price and the city was willing to do so.

Commissioner Fisher thought the council should secure information as to what price milk could be secured for. He thought the jump from forty to fifty-six cents was tremendous.

Mayor Hayes.—"Not a big jump in comparison with other increases."

Commissioner Wigmore. — "Ten years ago the farmers bought feed for $12 and $13, and today they pay $50."

Commissioner McLellan said that the only satisfaction was that all the profits must come back to the people or there would be a civil war.

This ended the discussion and Commissioner Wigmore's motion, providing that the mayor should take up the matter with the Minister of Labor and the Food Controller was adopted.

The quantity of milk reaching the city yesterday was totally inadequate to supply the needs of St. John householders. Many families were without any milk, while others had their usual quantity materially reduced. Condensed milk is selling like hot cakes, to employ an expression of a local dealer. Grocery stores in every section of the city report an enormous demand for condensed milk. "I couldn't sell a can of condensed milk in a week before the milk famine," remarked one dealer, "but since Saturday I have sold more than five and a half cases." The consumer appears to be well satisfied with the condensed milk, judging by the views expressed to the grocery man.

Cake is gradually disappearing from city homes, the absence of milk making it impossible to secure good cake.

Mrs. M. A. Leach announces the engagement of her daughter, Clara J., to John S. Howe, son of C. W. Howe, Norton, N. B., wedding to take place September 12th.

FOOD CONTROL IN ST. JOHN

The Meeting Called for THURSDAY AFTERNOON at 3 o'clock at the Board of Trade Rooms Will Be Held Instead at

THE SEAMEN'S MISSION HALL

PRINCE WILLIAM STREET

at the same hour on THURSDAY, SEPTEMBER 6TH

A Large Attendance of Men and Women Is Urged.

DR. JAS. W. ROBERTSON, Chairman of the Central Advisory Council to the Food Controller, Will Be Present to Explain the Gravity of the Situation and to Assist in the Further Organization of the Citizens of St. John.

This Up-to-Date Range

has a ventilated oven with walls of nickelled steel that roasts and bakes to a turn. The glass door enables you to watch the baking and the thermometer shows exact temperature. Our free booklet describes many other special features. Write for it.

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Maritime Branch and Warehouse, 221-223 Prince William St., St. John, N. B.

Ancient Halifax Never More Interesting

Those who have not visited Halifax for several years should make plans now to see it during Exhibition week, September 12th to 20th.

No finer sight can be imagined than its magnificent harbor, and the great inland bay, Bedford Basin, crowded with hundreds of ships from all parts of the world. Everywhere can be seen all manner of craft for the shortage of ships due to U-boat ravages has brought out all types of craft. One sees great Ocean Liners that before the war called only at New York and Liverpool. One sees small, wizened, dirty little tramp ships; one sees schooners, barques, brigantines, full-rigged ships; one sees long, funny-shaped oil tankers; one sees Dutch, American, Norwegian, Swedish, French, British, Canadian, Danish ships, the neutral craft bearing their names and the names of the country to which they belong painted in huge letters on their sides. And nearby one sees Britain's Bull Dogs, great fighting ships guarding all, or preparing to sail once more for the open Sea to protect the sea lanes and keep food, munitions, and men going in a steady stream to Great Britain and her allies.

It would take a Kipling to do justice to the Halifax of today. Anyone who loves to see history in the making who longs to come in closer touch with the mighty forces that are moulding the world will take opportunity of visiting Halifax for it is indeed one of the great strategic centres of the Empire today. A splendid time in which to visit the city and see in addition to all these things, a city alive with additional thousands on a holiday will be the Provincial Exhibition week at Halifax, September 12th to September 20th.

The Exhibition will be busier, bigger, better and brighter than ever. Eight days of fast horse racing. Surpassing Exhibits from the Provinces. Big Automobile Show Largest Live Stock exhibit.

Special Rates on All Railroads.

Reserve these days—

September 12 to 20th

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MANAGER AND SECRETARY, HALIFAX.

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The Prince Edward Island Exhibition and Horse Races

at Charlottetown, Sept. 25 to 28, 1917. OPEN TO ALL CANADA. Over $10,000 in Exhibition Prizes. Live Stock Entries, except Poultry, close 14th September. All other entries close 18th September. Three Days' Horse Racing, $5,000.00 in Purses. Special Attractions in Front of the Grand Stand. Nearest Station Agents will give particulars of rates. For Prize List and all information write the secretary.

Frank R. Heartz, President. C. R. Smallwood, Sec'y-Treas.