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ST. JOHN, N. B. TUESDAY, May 21, 1917.

"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.

SIR THOMAS WHITE BACK.

After a lengthy vacation, spent for the most part in Southern California, but which, it is reported, included the transaction of rather important business with the United States Government, Sir Thomas White, Canadian Minister of Finance, has returned to Ottawa and made his appearance in the House on Saturday. Canada will be glad to learn that the Finance Minister's health has improved to such an extent that he is able to actively participate in the important business coming under the control of his department. He has been a most important factor in the assistance Canada has been able to render to the cause of the Empire, and his exceptional knowledge of international finance, credits and exchange, proved of great value to the nation at a time when such knowledge was sorely needed.

In his co-operation with the British and American governments and the Bank of England Sir Thomas displayed a wonderful gift for anticipating changing money conditions, and this remarkable faculty added not a little in securing for Canada hundreds of millions of dollars of war orders that under different circumstances might have gone elsewhere.

Nor can we forget that it was largely due to Sir Thomas White's ability and courage that the people of Canada subscribed nearly \$800,000,000 to four successive war loans while at the same time the industries of the country were maintained on a highly prosperous basis and in the face of disorganized conditions in the world's markets. He was the first to inculcate in the minds of the Canadian people the lesson of thrift, that instead of spending their money they should save it and loan it to the government. So far as this lesson has gone the people and the government have gained, but it has not yet gone far enough. Our people are not saving as much as they should and the message the Finance Minister brings back to Canada is that we are still spending far too much money on non-essentials. The balance of trade between Canada and the United States is still against us and before we can rectify it so the exchange rate between the two countries can be improved we must buy less lavishly of luxuries, many of which are brought into Canada from the great nation to the south of us.

It is not necessary that the ordinary layman should understand the problem of exchange. All he needs to know is that every dollar he saves not only strengthens his own financial position but adds to the stability of his country. Saving just now is a double duty, a duty to one's self and a duty to Canada. Sir Thomas White has done much to teach this lesson in the past and now that he is once more able to personally direct the business of the Canadian Finance Department we may expect to see the instruction carried further.

AERIAL SUPERIORITY.

An indication of the degree to which the Allied nations are superior to the Germans in the aerial branch of military service, is found in a return made on Friday of the number of explosives dropped behind enemy lines by Allied airmen and behind Allied lines by the enemy. This return, which shows that our airmen dropped three bombs to the enemy's one, does not indicate the relative effectiveness of the aerial bombardments. It may be that such a comparison is not possible but if one could be made with any degree of accuracy we believe it would show that the enemy country has suffered severely as the result of the operations of Allied airmen.

Little is published of British air raids over German cities, for the reason that the airmen themselves are not able to ascertain accurately the damage done and the Germans are not giving it out. It is reasonably certain, however, that the Germans have to their discredit more casualties among innocent non-combatants than can be charged to the Allies, for never since the outbreak of the war have Allied airmen gone forth to slay for the lust of slaying, never have they attacked a non-military centre, never have they dropped a bomb that was not intended to reach some cog in the German military machine, whether it be a munition depot, armament station, fort, position, encampment, dockyard or marine base. Hospitals, asylums and defenceless towns have been immune from attack and with the elaborate and very complete maps in the possession of all aerial directors in our armies, as well as those of the enemy, it is possible to carry on such a campaign with a fair degree of certainty.

Equipped with such maps, and by observations, the skilled aviator can tell approximately where he is when he signals to fire and while he cannot estimate the damage done by his projectile he can fix his operations sufficiently well to avoid discharging bombs where no military advantage can be gained.

If this is so of the Allied airmen it is equally true of the German. When a German air squadron bombs a Red Cross camp, or a base hospital, or an asylum, church or school, it is done deliberately and not by mistake. Consequently, innocent non-combatants who are murdered from the air are intentionally slain as victims on the altar of Hun blood-lust. The number of these victims in the present war has become appalling; therefore it is all the more gratifying to be able to note that in legitimate operations the Allies have gained the unquestioned supremacy of the air.

PUBLIC PRINTING.

For a long time it has been felt that a great deal of public money was wasted in Canada in the printing of departmental reports and similar productions from the press of the King's Printer at Ottawa and favored private concerns throughout the country, but no effort was made to check the waste until an editorial committee was appointed in Ottawa and that veteran newspaper man, Fred Cook, selected as its head. Rt. Hon. Sir George E. Foster, Hon. Arthur Meighen and Hon. Martin Burrell were named as a committee of the cabinet to name such a committee and they appointed Mr. Cook as chairman, with F. C. T. O'Hara, Deputy Minister of the Trade and Commerce Department, and Francis C. Lynch of the Interior Department, as his associates. The choice was a wise one.

The duty of the committee was to edit all reports prepared for publication, condense them wherever possible without interfering with their value, revise the list of persons to whom such reports were supplied, eliminate reports thought to be of little public interest and generally to use whatever means they saw fit to increase the efficiency and reduce the cost of this part of the public service. A report just issued covers the committee's work for five months and in that time they have saved to the country the sum of \$175,000, with the prospect that for the full year the saving may reach at least three times that amount. The issues of various reports have been curtailed, some reports have been eliminated, and in others where it was the custom to print separate volumes in English and French the volumes have been combined.

Everything of value has been published but much of the material that formerly passed through the government presses and, at the public expense, found its way to an unappreciative public, has been "removed from circulation." This is well. The committee has made a good start but there is ample scope for it to carry its activities much further. For even yet many government reports are published that are of little or no value to those receiving them. Paper is scarce and expensive, the cost of labor is increasing, economy is the slogan on every side. In cutting down the number and cost of government publications a good start has been made but the idea is capable of almost limitless development.

FOLLOWING CANADA'S LEAD.

A recent order-in-council provides that every male person in Canada between the ages of 16 and 60 must be regularly employed in some useful occupation. Exception is made in favor of students, of men temporarily unemployed owing to differences with employers, and of those unable to obtain work within a reasonable distance. The penalty for non-compliance with the law is a fine of \$100 and costs or imprisonment with hard labor for six months. A number of professional loafers have already been rounded up in different parts of the country, and we hope to see the idle rich apprehended as well as the idle poor.

The new Canadian law finds favor in the United States. The police of Trenton, New Jersey, recently gave a young man a week to find a job. At the end of that period he was still jobless so he was sentenced to three months' labor in the county workhouse. The legislatures of Maryland and New York have passed laws against idlers. As the New York Tribune says, "The idler is a detriment to the community at any time. But when the nation is at war the man who gets his keep without production is a menace. There is no unemployment problem now. Any able-bodied man can get work."

Vice-President Foley of the Illinois Central Railroad comments upon the great number of idle men noted by him in a recent trip through many States. The Chicago Daily News says that the situation in Illinois demands drastic action. It adds: "If the nation were provided with an act requiring the registration of all men between the ages of 18 and 60 years it would be far easier to invoke the services of everybody. Congress ought to require such a registration." If Congress acts upon this suggestion it will be following the lead of the Canadian Government, which is today arranging for the immediate registration of all persons in the country between the ages of 16 and 60.

CHAMPIONS OF RIGHT

(Montreal Gazette.)

Further published details of the work of the fleet which took part in the recent attack on Ostend confirm it as an operation as brave and gallant as any in which men, for love of country, have accepted death and made their patriotism immortal. Those who shared in this adventure, as in the one at Zeebrugge, have won every claim that human courage and heroism have to the admiration of their fellows. There was in this enterprise the spirit of a challenge to fate that everyone with a sailor's instinct loves to take. There was in it something more than the ordinary qualities of courage; the men's physical courage was based on the higher quality of moral courage. There was for many, more than the thrill of gallantry—there was the cold certainty of death. Such valiant unselfishness in the performance of a duty is pregnant in meaning and in hope. It will stimulate others to deeds of heroism, as these men were inspired to action by the example and high traditions of their predecessors in the service.

The history of naval warfare, as practised in relation to the present world conflict, is yet but a scanty tale. One day the world will know and be thrilled by countless agonies endured and deeds performed on the sea in saving an Empire, and making, in the new stereotyped phrase, the world safe for democracy. As one example of valiant unselfishness, and a bravery which was emblematic of real greatness, the story may be recalled of an unnamed sailor of the Formidable. He lay on his back in a place in one of the boats. The ship was sinking, but he was to be saved. The boat was waiting to take him to shore and safety. He looked at the old comrades who had lost in the battle and who stood there doomed to death. He must have felt the passion for life surging within him as he saw the cold, dark sea waiting to engulf its victims, yet in that moment he made a triumphant choice. He turned to one of his comrades and said: "You've got to go, I haven't," and he made the other take his place in the boat, and signed his own death warrant. It forms a stirring illustration of the truth of the saying that as the greatest truths are the simplest, so are the greatest men. It was an act heroic in the simplicity of its execution, great in its dauntless self-sacrifice.

Another of the few brave tales which have yet been told reflects another phase of the sailors' bravery. It is recorded by a correspondent, "Wayfarer," in the Nation, of London. A ship was torpedoed in the Atlantic, in bitter weather, two hundred miles from the Irish coast. Two lifeboats were launched. One perished; the other, ill-provided with food and water, was rescued. But the captain died raving mad, and the survivors were picked up in a piteous state of cold, starvation and despair. Of \$3,000,000,000 stokers had jumped on to the boat clad only in their shirts and flannel pants. Two of the men who had their thick coats on wrapped them round their comrades, and the crew took turns to lie next to them and cover them with their bodies for warmth. Constant bailing—for heavy seas broke over the boat—just kept the men from dying of cold. And then the rudder broke, and steering became almost impossible. Their plight on landing may be imagined," says Wayfarer, "but a few hours later the second mate, a boy of twenty-two, volunteered for sea again."

What nation can be destroyed that has possession and still possesses, such models of manhood, such courageous champions of right in the hour of need?

CONCERNING T. N. T.

(Kansas City Times.) Trinitrotoluene, the trol of the Germans and the T. N. T. of the Americans and British, is the most powerful and the most commonly used explosive of today. High explosive shells are loaded with it. It is the force which makes the torpedo effective, or which endangers submarines when, in depth bombs, it is exploded in their vicinity. It was trinitrotoluene which caused the recent disaster in Halifax.

And this substance, holding such great potential powers of destruction in its seemingly innocent pale yellow or white crystals is a product of our harmless domestic coal tar. Or, rather, it is a grandson, as it were, of coal tar. Toluene, more commonly known as methyl benzene, the base of trinitrotoluene, and toluene is derived through a process of distillation from coal tar.

Little Benny's Note Book

BY LEE PAPE.

Pop went around to the barbers to get shaved, yesterday, me going with him on account of him not saying I couldn't see him. If I could, and the barber started to put lather all over pop's face, me standing there watching him do it, saying, Don't tickle, pop, don't tickle?

Ha ha, he said the barber laughing. Not in my mouth, not in my mouth, sed pop.

Excuse me, sir, I wasn't paying attention, this little shaver made me laugh, sed the barber.

And he sharpened his razor on the sharpener and started to shave pop's face, me saying, If I'm a shaver, you must be big shaver.

Ha ha ha, the comical little cuss, ha ha sed the barber.

You pretty near cut my ear off that time, for the love of Peet have a couple of ears will you? sed pop, Benny, go over to the other end of the room and sit down.

Which I started to do, and pop sed, Contend it, are you whitening me or shaving me?

Ha ha ha, I'm sorry, sir, but the little fellow was wawking like Charlie Chaplin, he ha ha, sed the barber.

Which I was, and pop sed, Benny, come back heer. Which I did and . . . pop sed, Do you want me to get out of this laughing hyenas clutches alive or dead?

Alive, I sed.

Then make yourself scarce, sed pop. Meaning for me to go out.

Which I did.

cause of this lack of sensitiveness it is one of the safest explosives to handle, but at the same time its explosive force, occasioned by the rapid expansion of a small quantity of the solid into a great volume of gas, is greater than that of any of its cousins, such as dynamite and nitroglycerine.

HOW HUNS LAND IN ENGLAND

Germany seems to have no trouble in landing her spies in England, if the story of one related in the Daily News, of London, is well founded. The News says that a small steamer, plying between the North Cornish coast and Swansea was stopped by a U-boat. The captain of the latter was a decent sort and spoke excellent English. Before the war he had been in the German mercantile marine, and knew the Cornish coast intimately. Chaffing the Cornish skipper, the German said he had stayed a night just peacefully in a penance house. His victim laughed him out of court entirely. The German produced a receipted hotel bill of a few days before. Foggy weather, a collapsible boat and a British naval uniform had been his accessories.

"SEAWEED HAY"

One of the most important discoveries which French scientists have found time to make since the war began has been announced by a chemist of the Ministry of War—a method of treating seaweed to make of it a forage for the army. The seaweed, which was fed to horses, experiments were begun as the result of a threatened shortage of oats and at a time when it seemed possible that the U-boat campaign of the Germans might cut off imports entirely. The seaweed, which grows abundantly along the coast of Brittany, was washed to extract the salts, and when analyzed was found to contain less hydrocarbon matter but more protein than ordinary hay. Tests were made by feeding to a troop of cavalry horses, which gained an average of nearly thirty pounds each in two months, while animals fed on oats merely held their own—Portland Oregonian.

FOREIGN CAPITAL IN RUSSIA.

Foreign capital invested in Russian state guaranteed securities and in Russian enterprises is estimated by the Paris correspondent of The London Financial Times at approximately \$4,000,000,000, of which \$3,000,000,000 is said to have come from the French. Of the total amount about \$2,500,000,000 is invested in Russian state bonds and some controlled railways. In order to insure payment of the interest on the Russian government foreign loans and to pay for the immense pur-

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