

## EDITORIAL NOTES AND COMMENT

## A PROPHECY COME TRUE

The following is clipped from last Thursday's Leader:

"On Monday, Hon. John Morrissey gave instructions to Bridge Inspector Daniel Desmond and Road Commissioner Matthew Carroll to convert the railway bridge over the Barnaby River into a highway bridge. When finished it will make a first class highway bridge, eighteen and a half feet wide, and will do away with one hill.

The work of flooring this bridge and putting it into shape is being proceeded with, and it is expected to be open for traffic in three weeks.

The people in that section have keenly felt the necessity of a highway bridge even since the Canada Eastern trains were cancelled. The cost of repairing this bridge is not great, and it will meet the requirements of the people as well as if a new one was built on the site where the old bridge was carried away."

The Advocate readers will remember that in our issue of October 7th the Chatham World was brought to task for its unjust criticism of the Hon. John Morrissey as Commissioner of Public Works, for having expended money in the reopening of the Bathurst Road, when it should have been devoted to the rebuilding of this same bridge.

It will also be remembered that The Advocate made the prophecy that the "probabilities" were it would be but a matter of a short time before the railway bridge at Barnaby River would be converted into a highway bridge, and the above shows the truth of our prophecy and how little the World man knows or cares of the plans and intentions of the Chief Commissioner so long as he can find an excuse to hammer away at him in obedience to his own narrow prejudices. Again we say, give credit where credit is due, regardless of political feelings, and especially in a case of this kind where our own country and people stands to benefit thereby.

## DIRE THREATS

The German threat to make a Zeppelin attack on London has been followed by another somewhat widely-advertised project to bombard Dover. The scheme according to a correspondent of the "Daily Mail," includes the capture of Calais by the Germans, and the construction of pontoon bridges extending from Calais a distance of six and a half miles to the English Channel. On these will be placed long range siege guns seventeen inches in diameter, with which it is proposed to bombard Dover, a distance of fifteen or sixteen miles away. When the bombardment has commenced—providing the English and French do not blow the pontoons to pieces—German zeppelins are scheduled to appear in force over Dover and complete the work of destruction commenced by the siege guns. The plan of campaign, according to the Mail's correspondent, is to be forwarded in some occult manner by the Kaiser's fleet.

Such fantastic projects and impotent threats show how completely German strategists are baffled by the insular position of Britain and the strength of her fleets. The fact is that every prospect of an ultimate German victory disappeared when Britain entered the field of hostilities in alliance with France and Russia. It is now quite manifest that Germany would have overcome Russia and France single-handed. As it is she is now confronted with an impossible task owing to the naval and military forces that Britain has thrown into the scale against her. It is not worthy that optimists who at first jauntily and confidently predicted an early termination of the war, are the first to be plunged into pessimism and despair by the temporary reverses in Belgium.

The fact that Germany's existence as a nation depends on the continuous prosecution of her industrial activities is a conclusive reason for believing that the war—formidable as it is—will terminate before Germany's military resources are exhausted. Of the final success of the Allies there is less reason for doubt today than there was at the outbreak of hostilities. It would however be marvellous if a wealthy country, containing a population of 65,000,000 people, provided with an abundant supply of the most destructive war-machines that modern science has devised, should not score many notable successes before being overtaken by final and inevitable disaster. Germany, despite her admitted strength and prowess, will ultimately fail, because she cannot maintain her national life and continue for any length of time to prosecute the formidable war which her own aggressiveness has provoked.

On the other hand, if the German government should stubbornly persist—despite the increasing poverty and wretchedness of the German people—in carrying on the war to the very limit of her national resources, the end will be quite as inevitable. The Allies outclass her in the number of available fighting men, in maritime power and material wealth. Even if the war is prolonged for a year, it is doubtful if any of the allied countries will suffer economically to as great an extent as Germany has already. Whatever the vicissitudes of the present campaign or of those which succeed it, Germany's final defeat is certain. The longer the settlement of the issue is delayed, the greater will be Germany's internal suffering and the heavier the account she will have to adjust when the day of reckoning finally comes.

## CANADA TO HAVE FIRST CALL

Cables received in London from Canada show the impression is abroad in Canada that the British naval and military authorities are placing extensive orders in America for requirements. Enquiries by the Canadian Associated Press show this impression unwarranted. The High Commissioner has had interviews with colonial secretary

Harcourt and others on the subject, and finds the authorities most anxious that supplies from Canada should be utilized to the fullest extent. The mistaken impression is perhaps due to the fact that certain sub-contractors are fulfilling obligations with American assistance, but even of this there is no direct evidence. — Monetary Times.

## THE TAR BABY

If The Toronto Globe keeps on "squealing like a little pig caught in a gate," as Mr. Rogers rather neatly puts it, the Conservatives will be sorely tempted to go to the country. The first rule of strategy is always to do what the other side does not want you to do. No one hearing the piteous appeals of The Globe and The Star can escape the conviction that they are frightened to death at the thought of a general election. We are not finding fault with our good friends the Liberals, for not desiring an election at this time, but they should be wise enough to keep silent or dissimulate.

But perhaps The Globe really wants an election and is taking its cue from the strategy of Brier Rabbit, who found himself stuck in the tar and completely at the mercy of his old enemy, Brier Fox. Brier Rabbit, it will be remembered, piteously pleaded not to be thrown into the bramble-bush. He preferred any other punishment, indeed he seemed in such terror of the bramble-bush that Brier Fox finally threw him in. This was of course just what Brier Rabbit wanted: he could clean off the tar at his leisure and the fox could not get at him. "I was bawled in a bramble-bush," he called back to the wily but discomfited Brier Fox.

It may be that the opposition, somewhat sticky and muddled up at his encounter with that tar baby, the naval aid bill would just as lief be thrown into the bramble-bush of a general election. If that be the case then The Globe is doing a great work.—Toronto World.



Pope Benedict XV

## POPE BENEDICT XV

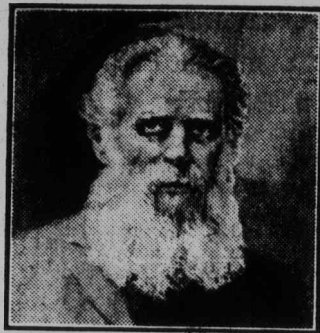
This photograph of Pope Benedict XV was taken an hour after his election. In preparation for the election of a new pope who must don the pontifical robes the moment he is elected, three costumes are always prepared in advance and deposited in ante-chamber of the Sistine Chapel before the conclave begins. One of these costumes is for a large man, one for a middle sized man and one for a small man. Cardinal Dell Chiesa proved to be the smallest man in stature that has ever been elected pope. The small sized costume which has been prepared in advance was infinitely too large. Under the circumstances Pope Benedict XV declined to pose for a full length photograph until a new pontifical robe can be prepared for him.

## DOMINION NOW HAS 4 GENERALS

Ottawa, Oct. 23.—With the promotion of Col. Sam Hughes and Col. Gawtkin to Major Generals, Canada now has four officers of the rank of General. The other two officers are General Lessard, commander at Toronto, and General MacDonald, chief of the Ordnance Department. Aside from the work which he had done in organizing and forwarding Canada's first expeditionary army,

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## JAPANESE CAPTURE A GERMAN DESTROYER

London, Oct. 23.—A despatch from Peking to the Exchange Company reports that the Allies' warships have captured a German destroyer, which escaped from Kian Chau Bay.

If your grocer tries to substitute another tea for "SALADA" you may be sure his object is to obtain larger profit than "SALADA" shows him, and you can be just as sure that the other tea will be inferior in flavour and strength, and remember that "SALADA" Teas are free of dust. All Pure Virgin Tea Leaves.

Do you try to buy high-grade printed matter the same as you would pig iron and coal at so much per. It can't be done. Why? Because printed matter to be RIGHT must be sixty per cent. brains mixed with forty per cent. of material and mechanical execution. Printed matter turned out of The Advocate Job Dept. is RIGHT.

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INTERNATIONAL LINE. Leaves St. John Mondays, Wednesdays and Fridays at 9:00 A. M. for Lunenburg, Eastport, Portland and Boston. Returning leaves Central Wharf, Boston 9:00 A. M. Mondays, Wednesdays and Fridays for Portland, Eastport, Lunenburg and St. John.

MAINE STEAMSHIP LINE. \$3.00 reduced fare to New York, Oct. 1st—April 30th. Direct service between Portland and New York. Leaves Franklin Wharf, Portland, Tuesdays, Thursdays and Saturdays at 6:00 p. m. Through tickets at proportionally low rates on sale at all railway stations. Baggage checked through to destination. L. R. THOMPSON, T. F. & P. A. A. E. FLEMING, Agent, St. John, N. B. C. B. KINGSTON, Commercial Agent, Eastport, Me.

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Blocks Manufactured for Dwelling Houses, Warehouses, Underpinning for Buildings, Cement Gate and Corner Posts for Fences, Grecian Lawn Vases.

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Commencing on May 11th, the Str. "Dorothy N." will run on the Redbank route, daily, (Sunday excepted) calling at all intermediate points, as follows:

Leave Newcastle for Redbank at 5:30 a. m. every Monday and will leave Redbank for Newcastle at 7:45 a. m. daily.

Leave Newcastle for Redbank every day at 3 p. m. except Saturdays when she will leave at 1:30 p. m., returning will leave Redbank for Derby at 3:30 p. m.

Leave Bell's Wharf, Derby for Newcastle at 6:40 p. m., calling at all intermediate points. Returning leave Newcastle for Derby at 10 p. m., returning to Newcastle same night.

Tuesdays will be excursion days from Redbank and intermediate points to Newcastle, return fare 35 cents.

Saturdays will be excursion days from Newcastle and intermediate points to Redbank and Derby, return fare 35 cents.

Excursion Tickets Good for Date of Issue Only.

Freight on Saturdays will be held over until the early Monday morning trip.

Str. will be open for engagements for excursion parties every day, except Saturdays, from 10 a. m. until 2 p. m., and any evenings from 7 p. m.

After Oct. 15th Steamer will leave Newcastle at 2 p. m. instead of 3 p. m.

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