

The St. John Standard

Published by The Standard Limited, 42 Prince William street, St. John, N. B., Canada.

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ST. JOHN, N. B., SATURDAY, OCTOBER 16, 1915.

"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.

BRITISH EFFICIENCY

One of the outstanding features of the present war, which is receiving very little publicity in comparison to its importance, is the efficiency Great Britain has manifested in fields in which the Germans were thought to be supreme.

Before the war broke out military and naval writers laid much stress on the success likely to be gained by Germany in the air and under the sea. The monster Zeppelin was expected to revolutionize warfare by dropping showers of bombs on camps and fortified positions and by harassing lines of railway communication to the degree where they would be useless. The war, to date, has not justified those predictions. True, German Zeppelins have visited certain centres in the British Isles and have inflicted more or less damage, but such ventures have cost more than they gained, and if Germany had it to do all over again it is doubtful whether she would invest many hundreds of thousands of dollars in air plant the operations of which have not justified the expenditure.

The French airman has firmly established his personal superiority over all others and in meetings between French and German aircraft the advantage has always rested with the men of the Republic. Britain was the last to start to gain success in the air, but there has been nothing finer in the history of aerial fighting than the splendid story of the heroic Warneford. In no case have the German aircraft fulfilled expectations except in the matter of scouting and securing information, and in that line, too, the Allies have more than held their own.

As with aircraft so with underwater boats. Up to a few months ago the German submarines inflicted considerable damage on British shipping, but generally the sea lanes were kept open and the flow of commerce was not interrupted. Now, the British have taken the aggressive in this as in other lines and from last night's despatches from the war zone we learn that all England is watching with deep interest the exploits of British submarines in the Baltic. British trade routes have been practically cleared of the underwater pirates, and, in stead, it is the German trade avenues that are seriously threatened.

Hitherto the waters of the Baltic have been regarded as safe for German freight steamers and by that avenue Germany has been receiving a great quantity of war supplies from Swedish ports. The narrow and difficult entrances to the Baltic naturally created a feeling of security in regard to trading on that sea. There the vessels of the British navy could not come, except at awful cost, and so long as Sweden was willing to sell the goods Germany was in a position to take delivery practically unmolested. The British submarines, however, found their way through the tortuous channels and during the last few weeks they have been making their presence known in a way that seems to indicate that Germany will speedily find the Baltic as unsafe for her as the other seas from which she has already been driven.

Already, British submarine commanders, by their successes in Baltic waters, have demonstrated that they hold the whip hand over German commercial and war vessels. In late July a large German transport was sent to the bottom by a British submarine, while the damaging of the German battleship Moltke in the Gulf of Riga was a brilliant exploit for which the British commander was personally decorated by the Czar. The effect of British underwater boats in the battle of the Gulf of Riga was also very marked and the defeat suffered by Germany there was a most important factor in unsettling German plans. It prevented Von Hindenburg from outflanking the Russian armies and contributed to keep open a way by which the Russians could receive supplies and reinforcements. The effect of that good work is now apparent in the renewed ability shown by the Muscovite forces.

But, latterly, British underwater craft have turned their attention more particularly to the German cargo car-

riers and several of those vessels, loaded with foodstuffs and supplies, have been sent to the bottom. The fact is likely to have an important influence on the future. If Germany cannot keep her own sea clear from British war vessels, meanwhile refusing to bring her heavy gun-ships from their refuge in the Kiel Canal, it is but a question of a short time until she is shut off from supplies from Sweden. That will tighten the coils of the blockading British fleet and immeasurably increase the weight of the war burden upon the German people.

On sea and in the air, Germany has been completely out-fought and out-generalled. On land she had a wonderful advantage, but it has been neutralized. British, French, Russian and Italian troops are now on the offensive and the pressure they are able to bring to bear must increase until, bruised and broken by the strain, Germany is forced to fall back on unconditional surrender. That day is not yet at hand, but assurance of its coming grows ever more definite. The whole story of the war to date has been a wonderful example of British efficiency.

THOSE SUBMARINES

Ignoring the fact that in time of war information relating to measures of defence must not be made public, Mr. Pugsley, in the House of Commons at the last session, attempted to make a little cheap political capital by asking for the production of information and correspondence concerning the purchase by Sir Richard McBride, premier of British Columbia, of certain submarines from the Chilean government. He intimated that there was something scandalous in the transaction, some dark dealing that should be made public. Of course the information could not be supplied in the form in which Mr. Pugsley asked for it, and he knew it at the time—he did not ask for it because he really believed his own insinuations but in the hope of creating some slight political prejudice.

A short time ago Mr. Pugsley was in Vancouver and in an interview given to a Vancouver newspaper congratulated himself on the part he alleged he had played in bringing about an investigation into the purchase. That investigation has been held on the Pacific coast and evidence concerning the purchase was presented before Sir Charles Davidson. The Ottawa Journal, commenting on the matter, has this to say:

"Evidence is complete in the enquiry which Sir Charles Davidson as a Royal Commissioner has been holding on the Pacific coast with regard to the purchase of two submarines from an American firm at the outbreak of the war. It will be remembered that these were two boats built to order for the Government of Chile on the west coast of the United States. The Government of Chile and the American contractors had a row, and Chile had defaulted in the payment. Vancouver and Victoria being unguarded after the war began, and German cruisers being at large in the Pacific, the McBride Government went after the two submarines and got them quickly. Soon afterwards the fact became public that the McBride Government had paid a larger price than Chile had given a contract for, and some Liberal people snelt graft on the part of a Conservative Government. Hon. William Pugsley was one; he ventilated suspicions in the Dominion House, and only recently gave an interview to a Vancouver Liberal paper in which he congratulated himself for having been instrumental in bringing about the enquiry, and suggested that certain evidence regarding the testing of the boats and the big price paid would be important.

"Prior to the enquiry, the reply to the Liberal insinuations was that the extra price agreed to be paid by the McBride Government was due in part to the fact that some alterations to the boats were made, and in part to the fact that the war had put a premium upon these boats as upon all war supplies, and that Canada for the sake of the Pacific coast had to have the boats and have them quick.

"Sir Richard McBride, the British Columbia premier, was the chief mover in the matter, although acting in the interest of the Dominion Government, which of course took over the purchase. Hon. Mr. Burrell was in Vancouver at the time, and was early apprised of the matter.

"The evidence now taken before Sir Charles Davidson has been all to the credit of Sir Richard McBride. Not a word has developed to excuse the in-

situations or suspicions of graft, or of undue gain by anybody. What has been confirmed has been the fact that at a time of peril and possible great loss by German attack on the Pacific coast cities, Sir Richard McBride acted with promptness, decision and vigor, common sense and honesty."

MRS. DUVAL HOME.
Saddened by the loss of her soldier husband, Major Duval, M. D., and doubly grieved through his body being lost in the Hesperian disaster, Mrs. J. L. Duval returned to St. John at noon Friday. She was accompanied by her children, and her sister, Mrs. Corbet, wife of Major G. G. Corbet, M. D., who had gone across to England to comfort the sorrowing widow when the cable brought the distressing news of his death.

Mrs. Duval was met at the train by many friends who extended sympathy, in which the citizens of St. John and other parts of Canada will join, for all have been touched by the pitiful experiences through which she has passed. She is bearing up bravely, largely for the sake of her children, and has only a few days' bereavement to go through. Recurring is the thought that the death of her husband was that of a hero, following wounds sustained while ministering to his comrades on the famous battlefield of Ypres.

Mrs. Corbet and Mrs. Duval came home on the steamer Metagama. "We in Canada," said Mrs. Corbet, "do not know there is a war, compared with the realization of the English people. A London newspaper has its centre in the British Isles will convince one of the stern reality of the dreadful war, but thought there are so many very sad sights, the people try to be and are very cheerful in the face of their grief. Recruiting is going on steadily and apparently very well, but the talk of conscription is daily growing stronger."

Albert's Oil Fields.
At a meeting held in Moncton in reference to the Albert oil fields, already referred to, the New Brunswick Petroleum Co., Ltd., and the Maritime Oilfields, Ltd., were discussed. The new company organized recently in Glasgow. The New Brunswick Petroleum Co. was the original lessee of the property. It made a long sub-lease to the Maritime Oilfields. The new company is to be known as the "New Brunswick Gas and Oilfields, Ltd." The price payable by the new owners to the N. B. Petroleum Co., Ltd., is \$23,200, of which \$24,000 shall be paid in preference shares and \$24,000 in ordinary shares of the new company, and to the Maritime Oilfields \$66,000 in preference shares and \$40,800 in ordinary shares. The nominal capital of the new company is to be \$200,000 in \$1 shares—120,000 preference and \$80,000 ordinary.

OBITUARY.

Martin Armstrong.
At the advanced age of eighty-eight years, Martin Armstrong, a familiar figure in the city since he was quite a young man, passed away Thursday afternoon following a short illness. He was a native of Donegal, Ireland, but came to this country in his youthful years and was for some time in the early seventies engaged in the dry goods business with his brother, the late John Armstrong, at the corner of Church and Prince William street.

He continued with him as assistant for some time until he started in business on the opposite corner of the street for himself, likewise conducting a dry goods store. He was widely known about St. John. Before the fire of '77 business fell off and he was compelled to abandon the store. In the early eighties he became a member of the Salvation Army and continued one of its most faithful adherents. He was liked by those with whom he did business as he went about selling magazines, books, stationery and other articles, wearing the Army uniform. The funeral will be held tomorrow from the residence of his brother, Samuel Armstrong, Loch Lomond road.

Mrs. Robert Colwell.
Special to The Standard.
Fredericton, Oct. 15.—Mrs. Robert Colwell died suddenly this evening at her residence on Queen street after only a few days' illness of heart trouble. Deceased, who was aged about 57 years, was a daughter of the late Capt. James MacD. Barker, and besides her husband is survived by two daughters, Margaret, who is now studying nursing at Providence, R. I., and Christina, at home. One sister, Mrs. Robert Sutherland, of this city, and one brother, Mr. Robert S. Barker, of the crown lands department, also survive. The late Mrs. Colwell was one of Fredericton's most widely known and generally respected residents, and news of her sudden death came as a great shock to her many friends.

MT. MIDDLETON RED CROSS SOCIETY.
Mt. Middleton, Kings Co., Oct. 13.—The Mt. Middleton Red Cross branch was organized March 15th with the following officers: Mrs. J. D. Patton, president; Mrs. H. P. Chapman, vice-president; Mrs. Ingles H. Kilam, secretary; Mrs. Thos. Patterson, Miss Lella Sharp, Miss Annie Robinson, committee in charge of work. The sum of \$112.76 has been raised and \$22.27 spent for supplies, leaving a balance on hand of \$90.49. The society has also on hand a quantity of socks and hospital shirts and has shipped several consignments of goods.

HOTEL ARRIVALS.
Royal.
T. C. Allen, Toronto; W. H. Nudo, Lynn, Mass.; J. J. McLaughlin, St. John; G. C. Royce, Stratton; S. Brown, Quebec; O. M. Melanson, Shediac; A. M. Jones, Ottawa; G. D. Co-hoon, L. Pappeton, Montreal; H. J. Green, F. Menz, R. E. Pollock, Toronto; R. R. Smith, J. Eno, Montreal; S. B. Heath, L. D. Bradshaw, W. H. V. P.

Little Benny's Note Book

BY LEE PAPE.
Yesterday me and pop was taking a walk and pop sed, Well, well, can I believe my eyes and will wonders howv'er seem, hear comes old man Walker up the street and he's not crossing ovir at the side of me, can it be that he's really going to pay me back that 5 dollars at last.
And we kepp awn wawking and the man kepp awn coming, pop saying, No air, has not going to cross ovir to the uthir side, and its the ferst time he evvir saw me and didest sints he borrowed that five 2 yers ago, well, well, my lucky star must be out tonite, after 2 yers, well, well, I musent appear to anxious, I sippose.
And the man came up to us, beeing a man with a wite mustash with yello awn the edge of it, saying, Well, Potts, this is a pleasure indeed. Mutual, mutual, sed pop.
And they shook hands together and the man sed, its bin quite a wite sints I've seen you, tho I've tried to look you up a few times.
O, thats awl rite, thats awl rite, this weathir were bin having isent bad for weathir, its sed pop.
Do you remember making me a loan sum time ago, sed the man.
A loan, lets see, hum, hum, wy, yes, I believe I do, I believe I do, sed pop.
Wat was it, 5 or 10, sed the man.
Wy, 5, I believe, yes, 5, I remember now, sed pop.
O, was it, sed the man, do you no, I rathir had the idee it was 10, so it was ony 5, was it.
Yes, 5, im quite sure, sed pop, a meer mattir of detail, of course but it was 5 really exzeptionll weathir for this time of the seving.
I was sure it was 10, sed the man well, perhaps we can fix it up.
Im agreeabll, sed pop.
Woodent you mind, really, sed the man, well, if you make it 10 insted of 5 ill see to it that you get it back before the end of the month.
The end of sum month in sum future life, I sippose, sed pop, come awn, Benny. And we kepp awn wawking, pop saying A swell chance, a fat chance.

nival, G B Lewis, Toronto; W M Bristol, Capt J R Jago, Halifax; L H Bliss, Fredericton; Mrs J H Sinclair, Mrs C L Beck, Mrs M McCall, New Glasgow; C A Dingo, Boston; F H Conner, Chicago; C M Cummings, New Haven; F G Lancaster, E J Kelly, Montreal; J E Roger, G K Chapman, Amherst; Mr and Mrs G G Byrnes, Boston.

Victoria.
Miss Abbia, Montreal; Mrs Hugh Wallace, Miss Barberie, New York; R P Gorham, Grey's Mills; J C Gillespie, Truro; T M Tompkins, Florenceville; N E Sharpe, Pictou; C O Martin, G A Shaver, Montreal; Fred Lister, McAdam Jet; O J Killam, Truro, N S; J E McAuley, Lower Millstream; Geo B Jones, Apraquig; E Crandlemere, Vancoboro; Mr and Mrs Sherwood, A Clarence Edgcombe

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