

The St. John Standard

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ST. JOHN, N. B., TUESDAY, FEBRUARY 25, 1919.

SHIPPING PROSPECTS.

The report that Congress has been asked to establish a government agency to write insurance on U. S. ships and cargoes in peace times, and the Treasury War Risk Bureau did during the war, is another indication of the U. S. desire to become an important factor in the ocean carrying trade. According to Admiral Gleaves the present ship construction program will by 1921 give the U. S. a mercantile marine aggregating 20,000,000 tons. The total merchant ship tonnage of the world before the war amounted to 45,000,000 tons, of which Great Britain owned 21,500,000 tons. As the performance of American shipbuilders under the stress of war fell far short of their promises, it is rather improbable that the American merchant fleet will attain the proportions contemplated by Admiral Gleaves in the near future. At the same time the unexampled growth of the mercantile marine of the U. S. constitutes a serious challenge to Great Britain's supremacy in the world carrying trade.

During the war Great Britain lost through enemy action or marine risk aggravated by the abnormal conditions of navigation upwards of 3,000,000 tons of merchant shipping. Moreover many hundreds of ships were damaged and brought to port, creating great expenses for repairs as well as a loss of earnings while laid up. Again many ships requisitioned by the British government were put in the service of Allied countries at rates of remuneration lower than was obtainable by independent or neutral shipping. As a consequence British shipping interests are in a financial position decidedly less favorable than those of any other country except possibly France; and they cannot in the near future hope to obtain the insurance rates that the U. S. government would be able to accord to American shipping. With the present high cost of shipbuilding it is unlikely that any indemnity which may be obtained from Germany can be utilized to remove the burdens resting upon British shipping and insurance companies—at any rate not for some time to come.

Another factor affecting the situation which confronts British shipping is the determination of smaller nations to the merchant fleets flying with the national colors. Canada and Australia are building merchant vessels, and propose to operate them as national enterprises. Japan has enlarged its mercantile marine, and is making great efforts to extend its trade. China is building steel ships. Italy is paying big bonuses to shipbuilders, and making extraordinary concessions to shipowners. In full war, with its soil under the heel of the Hun, the government of little Belgium made arrangements to enlarge its merchant fleet by 800,000 tons. Norway, Sweden, Denmark, Holland and Spain have embarked on extensive shipbuilding programs, and the respective governments are giving liberal encouragement to shipowners. Even the Swiss government has voted a large sum to assist a recently formed shipping company at Bern, to acquire a fleet of merchant ships to fly the Swiss colors.

Undaunted by these developments the British shipping companies are tackling the problem of reconstructing their fleets, and re-establishing their commercial services over the world with characteristic energy. Apparently they consider that British shipping will be equal to the task of meeting the competition of the heavily subsidized shipping of other countries. At any rate they are not yet asking assistance from their government, and do not appear to expect any concessions, except a reduction of the excess profits tax, which Hon. Bonar Law intimated might be granted in the near future. Perhaps their comparative springs from the conviction that the British built ships are so much cheaper and better than the U. S. ones, that even in spite of the undoubted disabilities arising from the war the threatened competition will not prove formidable.

HOW THEY BUILD BRIDGES.

Here is how the Honorable Peter J. looks after the roads of Queens County. In that county an immense amount of money has been shamefully wasted. Work has been done on the roads everywhere, operations continued well into December when the ground was full of frost and covered with snow. The result is that with the mild weather now prevailing the roads are becoming bare and it is realized that during the next few months they will be in a far worse condition than if they were never touched at all.

Between Cole's Island and Havelock on the Post Road, were two wooden bridges which would have been perfectly safe during the present winter, but which would eventually have needed extensive repairs. Instead of getting along with these bridges as should have been done, Mr. Veniot awarded a contract for the reconstruction of both and under the terms of that contract, when tenders were called, the work was to be completed not later than Nov. 30th last. The contractor who secured the job—a good friend of the Government—commenced

work on those bridges about a week or ten days before the date on which they were to have been completed. Both bridges were torn down at the same time and preliminary work on rows was begun. Under the terms of the contract the successful bidder was required to provide a good temporary roadway, suitable for hauling heavy loads. In place of a good temporary roadway a sort of ditch has been provided which is practically impossible for any kind of a load, and which is even unsafe for teams as it passes through a deep gulch. The condition of this temporary road is now such that the mail route has had to be diverted from its usual course.

Some ten days or two weeks after the job was begun the contractor left the work and all activity was suspended on both bridges, but a couple of weeks ago he returned with a very indifferent force of workmen and commenced to lay the abutments for the new bridges on the old frozen ground and ice where excavations had been made last fall. Much of the old timber torn from the demolished bridges, such as cedar abutments, etc., which are not entirely in accordance with the specifications are, The Standard is informed, being utilized in the construction of the new work, and overseeing this job are two local inspectors, good supporters of Peter Veniot. It is practically impossible for any contractor to satisfactorily perform a job such as this at this time of the year with frost in the ground and snow and ice everywhere. And because of the condition of the temporary road, should a soft spell set in, people in that vicinity are liable at any time to be cut off from communication from Cole's Island east.

It is because of stunts such as this and for other reasons previously mentioned that New Brunswick is not prepared now to enjoy its share of the federal grant for permanent highways. When the sum of \$19,000.00 has been expended in the Parish of Johnson in the Anti-Saloon League, well they will be on work, much of which will be useless in the coming spring, it is no wonder that sufficient funds are not available for real construction elsewhere.

CENSORSHIP.

"An Officer" writes to The Standard at some length dealing with this paper's criticism of military policy towards New Brunswick overseas, and recounts a number of instances in connection with the appointment of commanding officers and the selection of junior officers all of which were common talk at the time, but which were not subjected to press criticism. And he points out that had the press of this Province then commented on what was being done a different policy might have been pursued at home and better treatment given New Brunswickers in our representation in France.

There is perhaps a great deal of truth in this comment, but unfortunately the press of Canada was at that time controlled by a Board of Censors created under act of Parliament, and endowed with the authority to regulate and control the publication of news and comment. Because of regulations issued by that Board of Censors, which regulations had to be observed by all Canadian publications, opinion was censored, comment was prohibited and criticism which might have accomplished much good was forbidden. Day after day this paper and, of course, every other paper in Canada, saw weaknesses in military and civil administration and there was a strong desire to say something which would wake the people up and make them realize the mistakes under which they were suffering. But it could not be done. The press was muzzled to such an extent that at times the censorship board through the very silence required on the part of newspapers, created doubt and unrest, and uncertainty, among the people, which might have been obviated by the publication of facts of public interest, which so far as publishers could at that time judge, were in no way detrimental to the welfare of Canada. This is one of the reasons why mistaken policies were pursued without criticism by the press. It accounts to a very large extent for errors apparent to all in the days of recruiting. It explains the bungling by the Military Hospitals Commission in this city, which was allowed to pass practically unnoticed. And it has been, without doubt, the cause of ninety per cent. of the discontent with military and civil administration during the period of the war, which discontent will find vent during the present session of parliament.

NOT DESIRABLE.

What are these people thinking of who are suggesting that we put up a new Court House and City Hall in one of our public squares, and that we transfer the ferry landing to the foot of King Street? Have they lost all sense of decency or are they determined to utterly ruin the city? St. John is a hideously ugly old burg, as everybody knows, but we love it none the less for that, but even though we do admire it in all its ugliness, this is no reason why we should destroy the one or two things about it that are worth looking at. We have but few

public squares in St. John, and I am sure we need them. St. John is built upon a rock and there are no trees or other vegetation worth talking about excepting in those few little squares, where, in spite of the closest attention only meagre success in growing trees has been achieved. And our buildings are all stuck right out on the street line so that not one out of a hundred homes in the city can boast of a blade of grass or a foot of lawn. In King Street we have one of the finest street views in all Canada. The hill sloping down to the water and the sky line of the Avenue peninsula when seen against the glare of sunset, forms, when viewed from the head of the street, one of the prettiest pictures imaginable. And yet there are some who would have the hardihood to plant on Market Square a City Hall, or some other unsightly mass of brick and stone which would utterly ruin this one remaining attraction. Such an idea should not be entertained even for a moment.

WHAT THEY SAY

Where Germany Helps. Washington Post: Insistence from the Hun helps to prevent the Allies from scrapping among themselves.

Foodless. New York Herald: Usually about this time of year there are floods from melting snow in various sections, but just now Nature herself appears to be in sympathy with the "dry" movement.

Paradoxical. N. Y. Herald: Pictures show that more young men are studying law than in any previous year. Well, they will have the satisfaction of being admitted to the bar at a time when the whole country is dry.

Good Dodgers. Mail and Empire: Unmarried men are in the majority among the occupants of Canada's penitentiaries. Most married men are so busy trying to dodge the high cost of living they have no time for crime.

No Longer "Paradis Ennuyé." New York World: A series of battles, kegs and barrels in connection with the liquor traffic are to be taken in this State in the programme of the Anti-Saloon League. Well, they will be on work, much of which will be useless in the coming spring, it is no wonder that sufficient funds are not available for real construction elsewhere.

A BIT OF FUN

Life's Minor Worries. Frequently a woman worries a great deal over the question of calling on another woman who doesn't care in the least whether she calls or not.—Boston Transcript.

Sympathetic. Why don't you put some more flesh on your horse?—Car's life the poor beast can hardly carry what he has.—St. Louis Post-Dispatch.

It Would Seem So. The report that the creed had resigned is now declared to have been untrue. The high cost of carrying out the creed himself started in—George Harvey in the Weekly.

A BIT OF VERSE

Gallant Little Wales. (To the Great Welshman, David Lloyd George.)

When foe of England haughtily
Her liberty assails,
Throughout her realm on land and sea
One single will prevails:
To rally to the Mother's side
To fight her fight with love and pride;
And none obeys with swifter stride
Than loyal Little Wales.

From Snowden's towering crags they come,
From fair Llanollen's rates,
From Pembroke's busy whir and hum,
The words of Wales,
Where shrieking shrapnel comes
And there you'll hear the batt'ry,
And battle songs of Wales.

When night unrolls her sable screen,
The dead men tell no tales,
And ghostly silence stalks till 'e'en,
Ah! then from out the gloom there floats
A harmony of silver notes
Upourning from a hundred throats—
The melodies of Wales!

The singers alone whose lutes bloom,
Ary off from Great Britain's shores,
But o'er each well-beloved tomb
There blow the scented gales
That waft from Cambria's heathered hills,
Her wooded glens, her rocks and rills,
All fragrant with the daffodils
Of that little Wales,
—Vilda Sauvage Owens.

THE EDITOR'S MAIL

St. John, N. B., Feb. 24, 1919.
To the Editor of The Standard,
Sir,—May I encroach upon your space for the purpose of referring to a matter which I trust may be of some interest.

Possibly few bear more complaints than the writer concerning the discrepancy between the past and present locally in respect to opportunities for hearing musical artists of note, which leads me to the conclusion that there is considerable unrest and mental rebellion because of the fact that we in St. John have practically nothing to anticipate from year to year but one kind or class of entertainment. Many doubtless cast anxious eyes over the amusement columns of other cities, envying the opportunities of those who see and hear the leaders who are making musical history. If this be true, it is absolutely essential that such a condition be changed, everying the opportunities of those who see and hear the leaders who are making musical history. If this be true, it is absolutely essential that such a condition be changed, everying the opportunities of those who see and hear the leaders who are making musical history.

Little Benny's Note Book.

BY LEE PAPE

My cousin Sue came around to my house yesterday with a bag of pretzels, me saying, Hello, Sue, how you bin? Wich I would of sed, Hello, Sue, weather she had any pretzels or not, only I probably wouldnt of sed, How you bin And pritty soon I sed, Ware did you get the pretzels? and she said, Baw them tog, I sents, they would of cost more than that if they was fresh.

You want me to eat one and tell you how fresh they are? I sed, and she sed, No, I want to play a game with them, I want to play Feeding the Starving Belgians.

Wich we started to do, using a chair for a bote and putting the bag of pretzels on the seat and starting to push the bote around the room, making a noise like a steam bote and Sue saying, Hear we come, starving Belgians, heer we come, dont starve yet.

Wich after we had did that a while, all of a sudden I stopped pushing the bote and sat down on it, saying Ding a ling a ling.

Wich that sed Sue, and I sed, Dinner time for the sailors, sailors eat pretzels for dinner, and Sue gave me one and we started to play agen, me still sounding like a steam bote and Sue saying, Starve slow, starving Belgians, were almost there.

Wich we hadent hardly started wen I sat down on the bote agen, saying, Ding a long a long, suppr.

No fair, I went to it, I sed, I had dinner, sed Sue. Meaning the sailors, and I sed, Sailors eat one mee rite after the other, thats wat makes them so strong, and they have such regular habits that they eat pretzels for every meal.

And Sue gave me another one, saying, I guess you dont care weather the Belgians starve or not, do you?

I wouldnt want to see them all starve, I sed, And we hadent hardly started to push the bote after the sailors had ate their suppr wen I sat on it agen, saying, Ding a long, orkhat.

Like fun, sed Sue, and she took the bag and went down stairs, me thinking, O well, they was pritty stail. Wich they was.

John on the map usually? Cannot be in a matter so important that it may be referred to as a community effort? I have heard here young men and women express themselves in the very strongest superlatives of praise regarding medicine performers for the reason that they had been denied the privilege of hearing artists capable of suggesting a correct standard, and it is not difficult to visualize the possibilities of the future if the present decade is allowed to see all, hear nothing which might be thought of as at least a whiff from the big centres of musical life.

For some time I have had an impression that I might be of some slight assistance in bettering these conditions, and in this connection beg to briefly outline the following proposals:

I believe we have a sufficient number of business men in St. John who, if the matter were brought forcibly to their attention, would become the nucleus of a guarantee fund sufficiently large to promote and sustain a series of three important concerts yearly for three years, during which time the most prominent singers and musicians would be heard, and with an understanding that there would be no profit, all feeling repaid in the knowledge of having been helpful in presenting those artists at prices which those who have neither the means or privilege of traveling, might afford and which would not otherwise be available.

Personally, I would be quite willing to subscribe and do the work gratuitously, and to ascertain quickly whether or not the above expressed idea is a popular one, it is my intention to spend an entire day in the immediate future calling on those who are most likely to be interested. Obviously, however, it is impossible to talk with all, or to know just who they might be, so it would greatly facilitate matters if interested parties would communicate with me immediately, and I will be very pleased indeed to call and discuss the plan in detail.

Mr. W. H. Golding has intimated that the Imperial Quire have expressed themselves quite willing to abandon their regular policy on the required dates to accommodate a course of musical events such as described above, however is only characteristic of this firm's broad-mindedness, and whose sacrifices in such matters are not properly understood save by those of actively engaged in similar undertakings.

During the next few days I will greatly appreciate any "phone messages or letters pertaining to the above, and incidentally might add that the financial encouragement of the comparatively few is not any more essential to the success of the above undertaking than the moral encouragement of the many.

Thanking you for your very valuable space, Mr. Editor, I beg to remain, Yours very truly,
F. G. SPENCER.

The Editor of The Standard.—Sir—I have received the following note of acknowledgement from the Hon. Sir J. D. Hazen that is well worthy of publishing as it may induce to a large personal interest in its subject matter—which is a national joint stock affair that has for its purpose the conservation of our resources—and the cultivation and impressing of the virtue of thrift upon our nation.

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MARITIME PROVINCES HONORED FOR T

Recent issue of London Gazette to arrive here gives the names of the following Maritime Province heroes who have received a bar to their Military Cross, also the reasons for winning such honor.

The latest issue of the London Gazette to arrive here gives the names of the following Maritime Province heroes who have received a bar to their Military Cross, also the reasons for winning such honor.

Capt. Claude Llewellyn Wood, R. C. B., Halifax.

During an attack on Bois de Sart, Aug. 28, he led his company through very heavy fire to his objective, where he found both his flanks in the air. Though almost surrounded by an enemy counter-attack, he held on to his position, and brought up the counter-attack. Throughout he showed marked courage, and set a very fine example to his men.

Capt. John Rowland Paton, 16th Bn., Charlottetown, P. E. I.

In the second battle of Arras, on Sept. 2, he was indefatigable in organizing the attack, and advanced with the battalion to the assault, reorganizing the men at the first objective, pushed forward to the final objective under intense machine-gun and shell fire. He never faltered in his duty, and set a great example of energy to the men.

Capt. Hugh Walter Oxenham, 52nd Bn., Brookfield, P. E. I.

At Bois de Vert, on Aug. 27 he took command of the company after his company officer was killed, reorganized it, and with only one officer to help him, led forward with success until he was badly wounded.

Lt. William Burns Ross, 85th Bn., Middleton, N. S.

During the attack on the Droocourt-Quant line, on Sept. 2, after his company commander had become a casualty, he assumed command and led the company forward to their final objective. He organized a section of grenadiers under very heavy fire, effecting machine-gun nests and saving casualties in the final rush. His work during consolidation was excellent, and throughout the operation he showed great coolness and ability to command.

Lt. Ronald Alexander MacGillivray, 85th Bn., Halifax.

During the attack on the Droocourt-Quant line on Sept. 2, he organized and led forward scattered remnants. On finding strong opposition which threatened the flank of his company, he organized an attack on these positions, and led his men some 300 yards over the open under heavy machine-gun fire. He succeeded in dislodging the enemy, and, though wounded, continued to rally and encourage his men until again seriously wounded. He showed fine courage and leadership.

Lt. Warren Peter Loggie, D. C. M., 5th C. M. R.

At the capture of Monchy, when his company commander became a casualty he took command and handled his men with great determination until the enemy positions were overcome. On one occasion, accompanied by only a runner, he met twenty of the enemy, shooting two and capturing the remainder. He did fine work.

Capt. Harry Allan Love, 85th Bn., Lunenburg.

During the attack on the Droocourt-Quant line of Sept. 2, although severely wounded in the shoulder at the jump off, this officer continued to lead his company through the heaviest machine-gun fire, and directed the attack. It was not until the second objective was reached that he unwillingly consented to be evacuated. His fine courage was an inspiring example to his men.

Capt. Edwin John Hallist, 85th Bn., Halifax.

During the attack on the Droocourt-Quant line, Sept. 2, when it became necessary to advance the jump-off line to a more advantageous position, he organized a night attack with two platoons of his company on strong enemy positions. He personally led the attack under very heavy machine-gun fire, and succeeded in establishing a line a considerable distance ahead. Although severely wounded, he continued to carry on reorganizing and consolidating and refused to be evacuated until this was accomplished.

Lt. Randall Sinclair Nickerson, 85th Bn., Clark's Harbor, N. S.

During the attack on the Droocourt-Quant line, Sept. 2, though wounded at the start, he led his men forward and rendered great assistance in clearing the enemy's strong point, which seriously threatened the initial advance. Although again wounded, he continued not only to his company's objective, but went on with the following wave, which had suffered heavily, and greatly assisted in the successful attack, and remained at duty until

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