

THE EVENING TIMES AND STAR, ST. JOHN, N. B., SATURDAY, FEBRUARY 16, 1918

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INVESTIGATE

The more the council of the board of trade thinks about it the more apparent it must become that if the board desires to retain public confidence it must have something to say about the Machinery Report and the attempt of the New Brunswick Power Company to place an unnecessary and unjustifiable burden upon the citizens.

The board is composed of business men who should be able to wield much influence at Fredericton in behalf of those whose interests would be so injuriously affected by legislation favorable to the power company.

The present is a good time to clean house. The people ought to have all the facts about street railway affairs for years back. They ought to know how much money they have been paying dividends on for years past. There can be no better time for a full revelation than now, when so much has already been revealed as a result of the grasping policy of the company. If the Public Utilities Commission has not the necessary authority the legislature should be petitioned to empower a commission of some kind to bring out all the facts. There appears to have grown up an entirely wrong conception of the relationship that should exist between public utility corporations and the people who grant the franchises enabling the former to do business. As a result the people have been and are being exploited, and the opportunity has come for such a re-adjustment in St. John as will establish a precedent for other cities, towns and municipalities. Getting rich at the expense of the people should not only be discouraged but prevented.

SOME PLAIN TALK

The prefectors are after the scalp of Mr. O'Connor, who has been so outspoken in regard to packing house profits and cold storage hoarding of eggs and other food. It is alleged that they have declared they will "get him" that they have friends close to the government. The Ottawa Citizen says great pressure has been brought to bear upon the government, and adds:

"Now that full publicity has been given the matter it will be instructive to note what action the government may decide to take in the premises. The Citizen prefers to think that a government that has had the courage to handle the liquor traffic 'without gloves' will have the courage to support the Cost of Living Commissioner, and to correct, so far as legislation can do so, the evils which Mr. O'Connor uncovers."

The Toronto Globe is not less outspoken. In a long article it says: "It looks as though the government has a fine opportunity to demonstrate just who is running this country—the people or the profiteers. The way seems to be opening up for Canada's newly-elected representatives to supplement their war endeavors by some wholesome shaking-down at home. It would appear that they are to have the chance to deal directly with the autocratic presumption that the effective way for his interests to handle a war is to let it be with a club. The officer who has the tendency to speak out must be beaten into silence. It should not be deemed sufficient for the administration merely to take these impudent food-hoarders and scalp-hunters by the back of the neck and throw them out bodily. The government should do more. It should officially turn the white light of publicity on the whole performance. Names and methods should ruthlessly be disclosed. And if there is opportunity of reaching any of the offenders through the courts of justice action should promptly and vigorously be instituted. The jailing of a few vultures, no matter what their position and wealth may be, would be sought to exploit this time of food stress—this time of scarcity and high prices at home, this time of appeal from famine-threatened Britain and her Allies abroad—to gorge themselves with filthy 'pieces of silver,' would be about the best evidence of the earnest concern of the administration in the imperative obligation to properly provision and produce."

THE PUBLIC HEALTH

A convention of city and town boards of health was held in Augusta, Maine, this week. The address of welcome by Governor Milliken is worthy of attention in New Brunswick, where the question of an efficient health department for the province is a live issue. The governor said:

"War is no longer made by armies alone. Under conditions of modern warfare, the whole nation goes to war and that nation wins in the long run which keeps its whole personnel both in the field and at home at the highest pitch of efficiency. For many years it has been regarded as one of the proper functions of the state to exercise supervision and control over the conditions affecting the health of the people. All the reasons which have made this a proper activity in time of peace are now reinforced by war emergency. Whatever injuriously affects the health of the people lessens effective support of the fighting armies and thus becomes an aid and comfort to the enemy. More than ever, then, in time of war we must see to it that

people are instructed in the rules of health, that children are properly protected from the indifference of greed of those who would exploit them in industry, before they have reached a proper age; and that industry itself is conducted with proper regard for the health of the toilers. We must also train ourselves and educate public opinion to be prepared to deal with the problem of the Reformer is unable to imagine. But an hereditary title! Deliver Canada from that affliction. Surely some of those western broncho busters in the Union government will see to it that if a Canadian accepts a British hereditary title, he must go to Britain to sport it."

In a recent address in Toronto Dr. Grenfell, the Labrador medical missionary, as we all know the world over, declared himself an "uncompromising teetotaler and prohibitionist," and affirmed that, after a wide experience of the ravages of strong drink in the homes of the fishermen, he would consider himself a criminal if he did not stand firm for temperance. He further expressed a hope that one of the beneficial results of the war would be a triumph for the temperance cause.

Those prophets of ill-omen who predicted riot and revolution in Quebec are now nowhere to be seen. Quebec is not responding as well as other provinces under the Military Service Act, but the situation is improving and there is no disposition to defy the law. The freemen have ceased to shout for an opportunity to precipitate a revolution. The heart of Quebec is sound. Her part in the food production campaign will be especially valuable.

Newspapers in Ottawa and Toronto are speaking out plainly to the government at Ottawa in regard to the matter of getting the cost of the war out of the pockets of the people. They contend to do so without the government pledge to abolish patronage. The Liberal members of the government should lend an attentive ear to these remarks. The country looks especially to them to deliver the goods.

Trotsky and Lenin have discovered by this time that their plans for the regeneration of Russia are not the real thing. The people were waiting for, after all. The Ukrainians will have nothing to do with them, Finland rejects them, and even Petrograd is given over to discontent and disorder. The greatest danger by their activities is Germany. And Germany is the deadly foe of democracy.

A raid by German destroyers in the Straits of Dover, destroying a British trawler and seven destroyers that were hunting submarines, is another reminder of the sleepless vigilance required to keep the Straits free from danger for the great traffic back and forth between England and France. Rarely does a German craft get near these waters.

An open and free discussion of the Cost of Living report by the Unions Club would be an event of very general interest. But there is no reason why the evidence of some of the witnesses, including Mr. Tennant, Mr. Jones, Mr. Bell and some others should not be openly and freely discussed without waiting for the Stevens report.

The consideration of the Machinery report goes over till next week. Let us hope the commissioners have been giving it careful study in the meantime. It is a most instructive document. Not as bad Sunday reading as is sometimes offered to the student.

The day set by the German press for the beginning of the German drive on the western front was yesterday, but it did not materialize.

Trotsky expresses confidence that the people of Germany and Austria will not permit an attack on Russia. Foolish Trotsky.

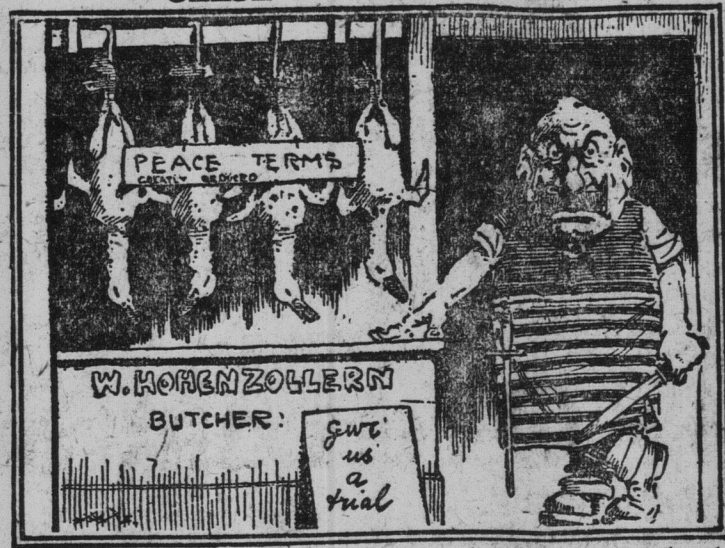
Germany and Austria hope to get food supplies from the Ukraine. Such supplies are needed.

The quality of life in St. John is very low. The price is not.

FAILED TO REGISTER GETS TWO YEARS IN JAIL

Winnipeg, Man., Feb. 16.—For failing to register under the Military Service Act, J. Ross was sentenced to two years in jail in the city police yesterday. Ross explained that he knew he had no chance for exemption and, as a conscientious objector, he thought he might evade the draft by failing to register.

GEESSE AT ANY PRICE



Butcher—strikes me I shall have to sell at a loss if I don't want them left on my hands.—The Daily Graphic.

HUNTING THE SUBMARINE

More destroyers as the surest defence against the submarine are recommended by Commander J. K. Tausig, U. S. N., who commanded the first squadron of American destroyers that joined the British patrol vessels in Irish waters after the United States entered the war. Commander Tausig made this statement in an address delivered at the recent war thrift meeting in Carnegie Hall, New York.

"When the United States became a belligerent last April," he said, "one of the first requests the Allies made was that we send many destroyers and other patrol boats as we could possibly muster over to the other side to assist them in combating the submarines. At 9:30 on April 11, I received orders to proceed at daylight to my home yard to fit out for distant service. What was before me I did not know. There were five other commanding officers of destroyers who received the same orders, and at 5 o'clock the following morning we left Chesapeake Bay and were on our way to New York and Boston at a high speed, in order that we might get ready as soon as possible for whatever it was to be."

"So anxious was the navy department that the outside world in general know nothing of the movement of these ships that not even I, who was in command of the expedition, was informed of our destination. We went to the navy yard, the ships went in dock, had their bottoms cleaned, painted, took on stores, and provisions to last three months, and in a few days sailed from Boston. My orders were to proceed to a point fifty miles east of Cape Cod, and then open my sealed instructions. Until I got to that point, at midnight of the first night out, I did not know that our first port of call was to be Queenstown, Ireland."

"It is quite natural that the few in authority who knew of our movements watched with anxiety for news of our crossing. It was the first time that vessels of this type had ever made so long a continuous passage without refueling or without the company of larger vessels. We were ten days in making the trip, due mostly to a southeast gale, which accompanied us for seven of the ten days. So rough was the sea during this time that for seven of the ten days we did not set our mess tables; we ate of our laps. On the ninth day we were pleased to be met by a little British destroyer named the Mary Rose. She picked us up early one morning and came along flying the International signal, 'We are without the company of larger vessels.' To this I replied, 'Thank you, we are glad of your company.' The little Mary Rose accompanied us to Queenstown. I am sorry to say that three months later the Mary Rose was sunk."

Mr. Sylvester Clements, Galt, Ont., writes: "I desire to express my heartfelt thanks for what Milburn's Lax-Liver Pills have done for me. I have been suffering from a bad stomach and constipation and would be off work 4 or 5 months a year. I was hardly able to get inside without getting a severe headache. I tried doctors' medicine and other remedies, but got no relief until a friend advised me to use Milburn's Lax-Liver Pills. Now I can work in the office without any headache or pain. I write this to say that anyone suffering the same as I did may use them and be cured."

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WAS OFF WORK 4 or 5 MONTHS A YEAR WITH CONSTIPATION

If the truth were only known you would find that over one-half of the ill of life are caused by allowing the bowels to get into a constipated condition.

When the bowels become constipated the stomach gets out of order, the liver does not work properly, and then follows the violent sick headaches, the spasms of the stomach, heartburn, water, etc.

Keep your bowels regular by using Milburn's Lax-Liver Pills. They work on the bowels gently and naturally, and will cure the worst cases of constipation.

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with all hands by a German rider in the North Sea. We received a very heavy welcome at Queenstown by the British admiral, Sir Lewis Bayley, and by the officers and crew of the ship. They were very glad to see us.

"Things were looking black. In the three previous weeks the submarines had sunk 102 British merchant ships. It was manifest that this thing could not go on if the Allies were to win the war. The British admiral gave us some wholesome advice in regard to how best to fight the submarines. He immediately prepared for this service by having what are known as depth charges or depth bombs installed. We put aboard six of our submarines, and provisions in order to lighten our draft, as it was possible that a few inches might save us from sinking."

"The seriousness of the work before us was made very evident to me by the fact that the night before we entered the harbor our station was changed and we were ordered to proceed to a point twenty miles off shore. The British admiral told us that we would go on duty for six days at a time, and then come in for two or three days' rest. In this patrol duty we were assigned certain areas as far as 800 miles off shore, as the submarines were then operating that far out. Our orders were first to destroy submarines, second to escort our convoy valuable merchant ships; third, to save lives if we could. We did escort many ships, and we did save many lives."

I cannot say that we sank many submarines. The submarine, I found, was a very difficult bird to catch. He has tremendous advantage over the surface ship. In the first place he always sees you first. First, because when on the surface he is very low, and when submerged he has only his periscope out, or perhaps nothing at all. As he was not after destroyers, he avoided us whenever he could. That is, if he saw the destroyer on the horizon, the submarine immediately went the other way.

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"I will tell you how they operate. A depth charge is about two or three hundred pounds of the most powerful explosive. It is fitted so as to explode automatically at any depth we may desire. The destroyers and patrol vessels carry them on deck at the stern. When we see a submarine we run over it, drop the depth charge by simply pulling a lever, and in a few seconds there is a terrific explosion."

"This explosion is so great that on one or two occasions when I happened to be in the chart house when they let go, I thought my own ship was torpedoed. They can be felt under water for a distance of several miles, but of course they must be dropped very close to the submarine in order to destroy him. If we get it say within 90 feet of the hull, it may damage it enough to cause him to sink, otherwise only superficial damage may result."

"I cannot say positively that I sank any submarines. I saw results on several occasions, which led me to believe that I had at least damaged one or two."

"The patrol duty was very trying at the ocean was strewn with wreckage for a distance of 800 miles off shore. It was hard to tell a periscope when we saw one. Fish, floating spars, and many other objects were taken for periscopes and fired at; we could not afford to take a chance, as our whole safety depended on our being vigilant."

"The destroyers became less active, but they did less damage as the summer wore on, due, undoubtedly to having more patrol vessels."

"Then the scheme was taken up of having convoys. The advantage of a con-

voys is that six or ten destroyers can protect from twenty to thirty merchant ships, while in the patrol system only one destroyer could be with one merchant ship at a time. The convoy system has now developed so that practically all vessels passing through the danger zone are in large convoys of from ten to thirty, with an escort of from six to ten destroyers.

"These convoy trips would take us out of port from six to eight days. They were very trying days, especially during the latter part of the fall, when the weather got bad. When we are at sea in this way we do not take off our clothes, neither officers nor men. We must be ready at all times. We do not even have the pleasure of taking a bath, as something might happen and you would not be ready for it. As one young officer expressed it, we had to come down to the Saturday night bath habit, and if we happened to be at sea, Saturday night we might be out of luck."

"The night work was very difficult, as the danger of collision was great, with so many ships without lights operating in close proximity. There are frequent collisions, and we must use our judgment as to whether we should turn on our lights and avoid the danger of collisions, and take the risk of a submarine seeing us, or keeping our lights out and taking our chances. We have this to remember, that if a submarine sinks us, she only sinks one ship, but a serious collision may result in the sinking of two ships, so it is a matter of judgment."

"The question is, can we beat the submarine? I am sure we can if the people will do their part. We now have enough destroyers, or almost enough, to make the convoy system successful. We want more destroyers in order that we can have a patrol in each of the convoys. When we convoy we are on the defensive, we do not see the submarine unless it comes to us, but when we are on the patrol we are on the offensive, we hunt them out and look for them, and we wound them until we destroy them or drive them out of the area. So we must have enough for both."

At the meeting of the council of the board of trade yesterday, the West India steamship service received consideration, and it was decided to follow the matter up until a more satisfactory service was assured.

The subjects of a war income tax and a business profits war tax, referred to the council by the border chamber of commerce, were dealt with, and it was decided to enquire as to the application of the former tax on border communities where residents might be subjected to taxes by both governments. The matter of a business profits war tax was tabled.

Hon. A. L. Sifton, minister of customs, advised the council that in the matter of express storage fees, careful consideration had been given the matter before the commissioner of customs had published his regulations and no change will be made for the present.

A communication was read from the agent of the marine and fisheries department, with respect to the recent accident to the bell buoy boat. It was stated that a substitute was provided for the damaged buoy at the earliest opportunity.

The traffic committee with the secretary was asked to look into bills of lading conditions at St. John.

The advisability of establishing a dominion board of trade, which had been suggested in a communication from a western board of trade, was referred to the general committee of the council to consider.

The council was informed by the clerk of the executive council of the province that at its last meeting the draft bill designed to promote uniformity in provincial legislation had been approved. Communications from the Woodstock board of trade relative to hydro-electric development and the utilization of peat for fuel were read. As the Dominion Conservation Commission are pursuing enquiries on these points it was decided to withhold any recommendations.

The possibility of securing steel plate for ship construction here was taken up and was referred to the shipping committee for immediate attention. A report was received from John Jackson to the effect that the St. John-Yarmouth route. This will be further considered.

Five hundred women who are drilling regularly in New York may become the nucleus of brigades and battalions of feminine fighters, is said by Mrs. Neta J. Boardman, organizer and commandant of the National Woman's Army.

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