

TO LESSER MENACE OF ICE IN TRADE ROUTES

Canadian Government Co-operates in Plan to Protect Shipping

REPORT LOCATION OF ICE IN ATLANTIC

Hon. J. D. Hazen Concludes Arrangement of Great Importance—Shipping Interests will be Warned of Ice Conditions.

Special to The Standard.

Ottawa, March 26.—Stringent precautions will be taken this year both by the Marine Department of the Imperial Board of Trade, and the Marine Department of the Canadian government, to prevent sea going vessels from meeting disaster through ice.

Following on the announcement recently made by the Marine Department of the Imperial Board of Trade, that arrangements had been concluded for reporting the location and movements of ice along the routes of trans-Atlantic steamships during the spring months comes the announcement made today that Hon. J. D. Hazen, Minister of Marine and Fisheries, acting in conjunction with the Imperial Board of Trade, has concluded an arrangement of much importance.

By means of this all messages from the patrol boat "Scotia" belonging to the Imperial Board of Trade, will be forwarded to the Imperial Office at Quebec, and from there promptly furnished to all interested parties.

In this way the shipping interests at all St. Lawrence and Atlantic ports will be kept informed of the prevailing ice conditions.

A sketch of the route to be followed by the Scotia shows how valuable to the shipping interests these wireless reports will be.

The Scotia was dispatched on March 8 to latitude 44 degrees north, and longitude 60 degrees west, with instructions to report on the way any ice met and also to endeavor to note its southern limit.

After having done so the Scotia will proceed to St. John's, Nfld., reporting ice conditions.

While at St. John's the Scotia will get into communication with all the wireless stations on the Newfoundland, Labrador and Canadian coasts, and as accurately as possible ascertain existing conditions and the direction in which the ice has commenced to move.

From St. John's the patrol boat will proceed to report the southern limit of the drifting ice. Having located and reported the southern limit the patrol will go northward along the coast of Newfoundland, and as far as Hamilton Inlet. From this point a return will be made locating the eastern and southern limit of the ice, and constantly advising in respect to the same.

The patrol boat Scotia is specially charged to be vigilant in the observance of ice near the steamship routes.

The chief object of the expedition is to give warning to the steamship lines of the probable quantity of ice that will be in the vicinity of the track, and to give them any information that will enable them to form a judgment as to the advisability of giving any instructions for the greater safety of their vessels.

ST. LAWRENCE WATER LEVELS TO BE TESTED

Hon. J. D. Hazen Takes an Important Step.

EXPERT ENGAGED TO LOOK INTO MATTER.

Professor Haskell of Cornell University and Strong Committee Ready to Take Up Work This Summer.

Special to The Standard.

Ottawa, Mar. 26.—One of the most important investigations yet held into the water levels on the river St. Lawrence at and below Montreal, will be undertaken in the course of the summer by a board just constituted by Hon. J. D. Hazen, Minister of Marine and Fisheries, Prof. Eugene E. Haskell, dean of the school of engineering of Cornell University, Ithaca, N. Y., and William J. Stewart, chief hydrographer of the department of the naval service and Victor W. Forneret, superintendent engineer of the St. Lawrence river ship channel, have constituted a board for the purpose of investigating and reporting to the Minister of Marine and Fisheries the whole question of the water levels of the river St. Lawrence at and below Montreal.

The question of the relation existing between the Chicago drainage scheme and its relation to the water in Montreal harbor will also be reported upon. It will be remembered that the application of Chicago to the more water from Lake Michigan was refused on the ground that it would affect the water levels all over the great lakes and the St. Lawrence, but it is now held that the Chicago drainage canal takes more water than it is legally entitled to.

All these questions have been engaged the attention of Hon. Mr. Hazen for some time, and it was seen that the service of an expert hydraulic engineer would be required to require the attention of Hon. Mr. Hazen. He recently visited Ottawa, and spend his summer holidays in Canada looking into the water levels of the St. Lawrence with a view to submitting a report thereon.

Prof. Haskell is universally regarded as one of the foremost experts on the continent of America on all questions relating to water levels. He has a thorough comprehension of the work which he will be called upon to perform and showed a scientific point of view to such an extent that he only asked that expenses should be given to him while in Canada.

The board will take observations during the summer beginning at the first of June. At present both Messrs. Stewart and Forneret are preparing the necessary data which will be required for Prof. Haskell.

NEWS FROM THE CAPITAL

Fredericton, March 26.—A letter dated at Truro, N. S., from the girl who disappeared with a young married man from this city a short while ago, and which has been received by her uncle in Sunbury county, throws some light upon her sudden departure. Upon receipt of this letter, the uncle wrote in reply, advising the girl's immediate return, and promising that the past would be forgotten. A later report says that she has undertaken to do so, but as yet no further tidings have been received.

Difficulty in getting guaranteed delivery of materials explains why J. Fred Ryan of this city did not put in a tender for the work of constructing the new post office in Fredericton. Tenders closed on Tuesday and Mr. Ryan did not put in a bid.

On the original call for tenders his bid was between \$150,000 and \$154,000 and was one of the lowest tenders received. There are no local tenders for the job under the present call for bids.

Prof. Barnes has demonstrated the possibility of determining the amount of ice by any vessel equipped with his apparatus. The Minister of Marine and Fisheries has directed that Prof. Barnes, with a staff of assistants, shall join the ship in order to further demonstrate the utility of the invention, and with a view to its general adoption by shipping interests.

Striking Utterance by Winston Churchill in British House

FIRST LORD BRINGS IN NAVAL ESTIMATES

Splend of Official Speech Removes Last Particle of Foundation for Present Position of Liberal Obstructionists.

Special to The Standard.

Ottawa, March 27.—The speech of the Rt. Hon. Winston Churchill yesterday in introducing the naval estimates has aroused the deepest interest in Ottawa as having a most direct bearing upon the naval discussion which is shortly to be resumed. The striking utterances of the First Lord, it is pointed out, afford an opportunity to the opposition, more particularly to those invested with the fuller responsibilities as leaders, to reconsider their attitude of obstruction which, after all, is based upon considerations of a very minor importance as compared with those that concern the safety of the Empire and its future solidarity.

Of particular interest here is Mr. Churchill's announcement that the Canadian ships are to become part of a great Imperial squadron, based on Gibraltar, but designed to show the flag in every quarter of the world, thus forming a notable part of the naval defence of the Empire.

The evident warm appreciation of Canada's proposed gift to the Mother Country is a cause of particular pride here as it recognized the sentiments expressed by the British people.

It is fully apparent that while the British government is anxious that the present race in naval armaments should cease, it is firmly determined that the pre-eminence of British naval power shall be maintained, and that end the great struggle in which the Dominion of Canada and the other Dominions on the present urgent conditions is evidently a source of warm appreciation in the Mother Country.

Coming after the engagement of the German navy law and the memorandum, but then more authoritative by reason of its public character, the speech of the First Lord is regarded as the last straw in removing the foundation of the Liberal opposition's untenable position.

Vis Reuter's Ottawa Agency. London, March 26.—Right Hon. Winston Churchill, First Lord of the Admiralty, introduced in the Commons this evening the estimates of the navy.

At the outset he explained the causes for increase in the estimates. He said, it was owing to decisions of policy to increase the number of ships maintained in full commission in consequence of the German navy law and to decide to increase the numbers, and notably the pay of the personnel.

Secondly, it was due to the increase in the size and speed, armaments, and cost of warships of all kinds. It was necessary to keep pace with similar vessels built all over the world. Thirdly, from the introduction and development of new services, principally oil fuel, air service and wireless telegraphy.

Fourthly, the general increase in the cost of coal, oil, steel and all materials used in shipbuilding. Fifthly, from the increase in the cost of the last two years, shipbuilding during the last two years, arising from the failure of contractors to earn their proper instalments as manifested by delays in executing current programmes.

May Ask Further Grants. The estimates, he said, "would have been substantially higher but for the concession in the shipyards arising out of the extraordinary demands upon the shipbuilding plants, and especially upon the steel supply. If it were not for this, it would be necessary for me to ask parliament later in the year for further supplementary estimates."

"The navy is passing through a period not merely of expansion, but of a swift and consistent development. The latest German navy law has increased the number of vessels we require to construct each year, and that law and the Mediterranean requirements have still more increased the number and proportions of ships which must be maintained in the highest conditions of readiness. To man and maintain these resulting war fleets, a continual large increase in numbers of officers and men of all ranks and ratings is required. The increase in size, cost and speed of capital ships, compelled by the general developments of naval science and the types of building abroad, is marked and increasing."

"The increase in speed affects not only capital ships, but destroyers, light cruisers and submarines. Increases in speed involves immense increase in horsepower. The increase

IMPORTANT STATEMENTS MADE BY MR. CHURCHILL

"It behoves the overseas Dominions to make exertions for their own and the common security, whether by the provision of local navies, or by what is more effectual, making additions to the Imperial navy which will preserve, restore or increase the world-wide mobility of its squadrons."

Turning to the proposed Canadian ships, Mr. Churchill said: "While they will be directly controlled by the Admiralty, we propose to form them, with the Malay and New Zealand ships, into a new squadron of five ships of high uniform speed, to be called the Imperial Squadron."

"It will be based at Gibraltar, and thence able to reach Halifax in five days, Quebec in six days, Jamaica in nine days, the South American coast in twelve days, Cape-town in thirteen days, Alexandria in 23 days, Sydney in 28 days, New Zealand in 32 days, Hong Kong in 22 days and Vancouver in 23 days."

"Our intention is that this squadron shall, as opportunity serves, cruise freely about the Empire, visiting the Dominions, ready to operate at any threatened point at home or abroad. The Dominions will be considered in all movements not dominated by military considerations."

"Special facilities will be given for Canadians, South Africans and New Zealanders to serve as men or officers in this squadron. In this way the true idea will be given of a mobile strength and speed, patrolling the Empire, showing the flag and bringing effective aid wherever needed."

SHUKRI PASHA HANDS HIS SWORD TO BULGAR GENERAL

Adrianople and Tchatalja in Hands of Victorious Allies—Turkish Chief Destroyed Town Before Surrendering—Terrible Price Paid in Human Lives.

London, March 26.—Adrianople has fallen after one of the most stubborn defenses in the history of warfare, and Tchatalja, according to a telegram received by the Bulgarian legation at London tonight, has suffered a like fate.

Shukri Pasha, the defender of Adrianople, who held the town for 153 days, against great odds, which included, besides the investing armies, disease and famine, handed his sword to General Savoff, the Bulgarian commander-in-chief, who was burning to destroy the town rather than let it fall into the hands of the Bulgarians.

Adrianople Destroyed. From all accounts the arsenal and all the stores and a great part of the town are in flames. It was also reported that Shukri Pasha had taken his own life, but this proved to be untrue, as after fighting all the fortifications and deciding that resistance was no longer possible, he sent word to General Savoff, to whom he made the submission, that he was burning the town.

The besieged troops in the east advanced at double, under the glare of searchlights to attack the advanced works at Hasklak. After a fierce defence, which lasted through Monday, the Turks retired from the Hasklak ward works and forts. Part of these

engaged in covering the retreat of their comrades were cut off by the Bulgarians and captured. After moving forward a short distance towards the chief bulwark fortress the Bulgarians rested. It was then observed that although progress had been made in the east, the fighting in other sections had resulted in enormous losses to the Bulgarians with small gain of ground.

Regiments Blown Up. The Serbians on the other hand who have only issued a brief report of the capture, divide the credit with their allies and are apparently not quite so eager to hide their heavy losses. According to a despatch received at Belgrade from Tustupha Pasha, the Serbian thirteenth and the Bulgarian eighteenth regiments were blown up by mines, and captured. The Bulgarians suffered great losses. All the reserve hospitals have been put in order to receive thousands of wounded.

In Adrianople, itself, there is so much work for doctors and nurses for the garrison and civilians are known to have suffered severely from famine and disease. The garrison, which was estimated at from 40,000 to 60,000 will probably be found to have been considerably reduced from these causes and the casualties suffered in "sorties."

Europe continues to criticize the action of the allies in carrying the siege to the bitter end, when it was known that the capture of Adrianople was not necessary to bring the war to a conclusion, or to secure to the victors anything not already theirs.

to the masses of the people being directly affected. But although we are not likely to be in grave difficulty for supplies, men and money, and although the maintenance of naval security must always be regarded as a first charge on the resources of the British Empire, yet the evil and the insensate folly of what is now taking place here and all over the world is so patent to the wisest intellect that concerted effort to arrest it should surely be the first official object.

A Way Out of It. "There is, happily, a way open and which will remain open, whereby the peoples of the world could obtain almost instantaneous mitigation of the straits in which they are involving themselves. Everything is relative. The strength of any navy is its strength compared with another. The value of a ship depends entirely upon the contents and rating it may have to meet. The usefulness of naval invention ceases when it is enjoyed by other powers. We see the ship types of every naval power superseding those of the previous year. With remorseless persistency scores of millions are being absolutely squandered; and every year at the naval

HOUSE MADE PROGRESS IN THE SUPPLY

Liberal Members Introduce Many Questions.

MR. MACDONALD TRIES TO BLAME GOVERNMENT

Opposition Although Complaining of "Gag" Has Been Able to Talk Night and Day on Naval Bill.

Special to The Standard.

Ottawa, March 26.—Appropriations in the main estimates for 1913-14 occupied the attention of the house throughout last evening and many were passed. Before the house went into committee, Liberal members, beginning with Mr. Buchanan of Medicine Hat, brought forward a variety of questions. Mr. Buchanan, with the aid of the opposition, introduced a resolution in favour of a policy of natural gas from that province, but he opened the way for debate upon the failure of the late Liberal administration to give the western provinces control of their own public domain.

The most extraordinary incident of the day was the effort of E. M. MacDonald of Pictou to lay the responsibility for the present paralysis of public business upon the government. The historic ability of the member for Pictou was much appreciated but Hon. W. T. White was compelled to correct his statements of fact. The minister of finance showed that although they had been complaining vociferously of what they called the "gag," the members of the opposition had been given the opportunity to debate upon the naval bill and had abused the privilege to the extent of blocking all business before the house.

Mr. Buchanan, (Medicine Hat), who urged the government to prohibit the exportation of natural gas from Alberta and to appoint inspectors to prevent waste, was informed both by Hon. T. W. Crothers and Hon. W. B. Nantel that the request would be considered by the government.

Mr. German, Welland, and Mr. Bennett (Calgary), followed and the latter showed the difficulty in the way of the effective prohibition of the exportation of gas. That difficulty was due to the fact that the late Liberal administration had not seen fit to give the western provinces control of their own natural resources.

Dr. Michael Clark (Red Deer), said that the government might be interested in remodelling the British Empire and carry out its pledge to the prairie provinces.

The scope of the discussion was broadened by E. M. MacDonald (Pictou) who touched lightly upon the right of Manitoba, Saskatchewan and Alberta to possess their own public domain, and then passed on to speak of the tariff, of shipbuilding, and of the cost of living. He was quite impatient to hear Hon. Mr. White deliver his budget speech and announce the fiscal policy of the government.

The consumers were anxious to know what tariff changes were proposed by the minister of finance, and the fact that the business interests in point of fact the business men of the country had the greatest confidence in the government and the statement that there was uneasiness was entirely without foundation. "My hon. friend," said the minister, "will soon be known as the bombastic furioso of this House." (Laughter.)

Mr. White said that the delivery of the budget speech should "synchronize" with the passage of the bill to confirm the trade agreement with the West Indian colonies. The finance minister pointed out that he had offered to move the third reading of the agreement if he was given some indication of the time to be occupied in its discussion. The members for Halifax, Mr. McLean, had indicated that while he himself favored the ratification of the agreement proposed to discuss it. In other words they intended to obstruct on that bill as well as on the naval bill.

Dr. Clark objected to the use of the word "obstruct," and Mr. White withdrew it remarking that he would not wound the delicate sensibilities of the member for Red Deer. The minister said that the responsibility for the delay in passing the West Indian bill rested upon the opposition who although they complained that the "gag" had been applied to them, had nevertheless, been able to talk night and day upon the naval bill. He said that it was not the practice to announce tariff changes in advance and

Continued on page 2.

Continued on page 2.

Fears for Safety of Refugees Trapped in Burning District.

MAROONED PEOPLE BEG FOR ASSISTANCE

Another Dam Reported Weakening, Increases Terror of Citizens—Death List Steadily Grows as Water Falls.

Chicago, March 26.—Three thousand may have perished in the deluge that swept the northern half of the Ohio River districts yesterday and today. Property damage in Ohio and Indiana will be at least \$100,000,000.

Following are the revised figures of the dead:

Ohio—Dayton, 2,000; Piqua, 540; Delaware, 100; Middletown, 100; Sidney, 50; Hamilton, 12; Tippecanoe, 3; Tiffin, 50; Freeport, 11; Scattering, 200. Total, 3,066.
Indiana—Peru, 150; Newcastle, 3; Lafayette, 2; Indianapolis, 14; Noblesville, 2; Scattering, 25. Total, 196.
Grand Total—3,262.

Dayton, Ohio, Mar. 26.—Flames that destroyed eight buildings in Dayton's submerged business section tonight cast a red weird glow over the flood-stricken city that added to the fears of thousands of marooned people.

Soon after notice was posted in the headquarters of the emergency committee announcing that the city was under "martial law," several companies of soldiers arrived from neighboring Ohio cities. The soldiers were employed to patrol edges of the burned district and prevent further looting of homes freed from the floods grasp. Up to a late hour tonight there had been no material disaster.

Rescue Squads at Work. Rescue squads worked frantically today to throw back the veil that hides the true story of the Dayton disaster—the number of dead. Late tonight the arrival of motor boats gave hope that by tomorrow the northern section of the city, now cut off by the big Miami's impassable barrier, may be penetrated and the fate of hundreds imprisoned by the torrent that poured down from the broken reservoir.

Death List Lengthens. The list of dead was added to this afternoon by the death of a refugee. It was reported late tonight that a number of dead had been found in the city, now cut off by the big Miami's impassable barrier, may be penetrated and the fate of hundreds imprisoned by the torrent that poured down from the broken reservoir.

Over 2,000 Rescued. It was impossible to ascertain, even approximately, the number of persons who might have been marooned in the section, and who died after being trapped by flood and fire. Nevertheless, rescue work went steadily on in places of safety tonight, many of them in buildings of the National Cash Register Company. At least 65,000 persons are imprisoned in homes and in business buildings. It is feared that their two days' imprisonment, with accompanying hunger and fright have caused tremendous sufferings.

The flood came with such suddenness that food supplies in homes were whisked away by the torrent that reached to second floors in almost the flash of an eye. Skiffs skirted the edge of the flooded district attempting to take food to those whom it was impossible to carry off, but the fierce current discouragingly retarded this work.

Two workmen who braved the current that swirled through the business section of the city today, reported that from windows in the hotels and business buildings hundreds of the marooned begged piteously for rescue and food.

Caravans of workers into the outskirts of the business section tonight reported that 250 persons marooned in the Arcade building and 200 imprisoned in the V. M. C. A. building were begging for water.

Messages from the flood's prisoners in the business sections said that children were crying for milk, while their children were suffering from thirst that grew hourly.

Volunteers were called for tonight to man boats that will brave the dangerous currents tomorrow, in an attempt to get food to the sufferers.

Continued on page two.