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War News.

Messages Received Previous to 9 A.M.

OWEN JACOBSEN ELECTED.

LONDON, March 30.

The Coalition Government has scored another victory at the polls, its candidate Owen Jacobsen having been successful in a bye-election at Hyde, with a majority of 874 over B. P. Davies, Independent. The bye-election was caused by the resignation of Francis Neilson who found he could not support the war policy of the Government. Mr. Davies fought the election on the question of restriction of the liquor traffic, which he opposed. Mr. Jacobsen received 4089 votes and Mr. Davies 3215.

ORDER-IN-COUNCIL ISSUED.

LONDON, March 30.

An Order-in-Council has been issued to-night, whereby neither a vessel nor her cargo shall be immune from capture for breach of the blockade upon the sole ground that she, at the moment, is on her way to a non-blockaded port.

GERMAN ATTACKS FAIL.

PARIS, March 30.

Several German infantry attacks upon Avocourt wood in an endeavor to retake lost positions were made last night. The war office report of this afternoon says that these assaults failed. No further advances against Malancourt were attempted by the Germans. East of the Meuse there was heavy artillery fighting.

FRENCH OFFICIAL.

PARIS, March 30.

To south of the River Somme, the way having been prepared by a violent bombardment, the enemy penetrated to one of the advanced points of our line, at a point to the west of Vermandovilliers. A counter-attack on our part, however, drove them out at once. To the west of the River Meuse, the Germans, last night, delivered several counter-attacks against our positions in the wood of Avocourt. All these assaults, however, were driven back by our curtains of fire, and the firing of our machine guns and infantry detachments, which caused heavy losses in the ranks of the enemy. This was notable in the case of the redoubt of Avocourt, where the Germans left piles of dead bodies. There has been no new military endeavor in the region of Malancourt. To the east of the River Meuse and in Woevre district there has been intermittent bombardment. The Germans have thrown into the River Meuse to the north of St. Mihiel, a great number of floating mines which, however, caused no damage. In Lorraine there has been activity on the part of our artillery. Between Womevre and Bremenil, there has been no other happening of importance to report from any other point on the front. During the day of March 29th one of our aerial attacking squadrons threw down fifteen shells of large calibre on Sablons railway station of Metz, and five others on the railway station at Pagny Sur Moselle. During the nights of March 29th and 30th two French aviators bombarded the railway station at Maizieres les Metz, seven miles north of Metz.

CORFU A SPY CENTRE.

PARIS, March 28. (Delayed.)

Discovery in the Greek Island of Corfu of an elaborate organization for providing information and supplies for submarines is reported in a Rome despatch to the Journal. About 40 persons including the keeper of one of the principal hotels have been arrested and will be removed to France.

ENEMY SUB. BASES DISCOVERED.

LONDON, March 30.

The discovery by the Entente Allies patrol ships, of four hostile submarine bases among the Greek Islands, is announced by a wireless despatch from Rome this afternoon.

THE FLYING CONSULS.

SALONIKA, March 29.
Via Paris, March 30.

The suggestion that the Spanish, Roumanian and American Consulates here be abandoned, owing to the insecurity of the situation, has not met with the approval of Roumania, which has schools and other important interests in Salonika. Spain has consented to the closing of her consulate. If the American Consulate should leave, the interests of Germany, Austria and Bulgaria with which he is charged would be unprotected.

AERIAL ATTEMPT FAIL.

PARIS, March 30.

A Havas despatch from Salonika says that another aerial raid on that city was attempted yesterday by German aeroplanes. French airmen engaged them and compelled them to turn about without accomplishing their object. Several bombs were dropped on Orfani but did no damage.

SAYS DUTCH STEAMER WAS TORPEDOED.

COPENHAGEN, via London,
March 30.

The Rotterdam correspondent of the Politken says that according to the evidence gathered by the Dutch Ministry of Marine, the Dutch steamship Palembang was torpedoed while she was lying alongside a British destroyer which was engaged in picking up mines. The inference is drawn, the correspondent says, that the Palembang was sunk by a submarine which intended to destroy the British warship and not the Dutch merchantman.

PARIS OFFICIAL.

PARIS, March 30. (Official.)

In the story of the captain of the cross-Channel steamer Sussex, of the circumstances under which she was damaged by explosion in crossing the Channel last Friday, with the loss of about fifty lives, the following passage occurs: "I perceived about 2.30 o'clock the wake of a torpedo. 150 yards to port. I immediately ordered the helm thirty degrees to the right. In order to accelerate the manoeuvre I ordered stoppage of the starboard engine, which was immediately done. All my efforts, notwithstanding, could not avoid the projectile, which hit the bow of the Sussex in line with the foremast, and produced a formidable explosion carrying away all the front of the vessel, up to the first airtight bulkhead.

THE MINNEAPOLIS.

LONDON, March 30.

A Reuter despatch from Malta today reports that the steamer Minneapolis, torpedoed in the Mediterranean last week, sank on Tuesday last. Word received from Malta yesterday advises that attempts were still being made to tow her into port.

TORPEDOED WITHOUT WARNING.

PARIS, March 30.

The official report concerning the sinking of the French steamer Algerian, to-day, after investigation at Marseilles, states that the steamer was torpedoed without warning.

REICHSTAG AGREEMENT.

LONDON, March 30.

An agreement has been reached by the Reichstag main committee that Germany's sea-warfare should be carried through by all means, as most instrumental in securing a successful issue of the war. According to a despatch from Berlin to-day during the discussion of the subject, Chancellor Von Bethmann Hollweg, Admiral Von Capelle, Secy. of the Admiralty, and Dr. Solf, Colonial Secretary, again delivered speeches. They especially emphasized that the discussion was far from the purpose of the movers in the recent action. Regarding the conduct of submarine warfare, the Chancellor declared that he recognized the motives of movers, and the agreement reached is said to have been unanimous.

CANADIAN CASUALTIES.

OTTAWA, March 30.

A casualty list, containing twelve names, was issued at noon to-day. The majority of the names mentioned have next of kin in the Old Country, and one in the Maritime Provinces, William Robert Milburn, of the, 3rd Pioneer Battalion of Springhill, N.S., killed on March 18th.

A Wise Warning.

(Toronto Globe.)

The Norwegian Prime Minister's warning to neutral traders to play fair with Great Britain is a commonsense utterance. If the Scandinavian traders would do this they would not run the risk of losing their cargoes to British cruisers and of being punished by their own Governments for violating international agreements.

MINARD'S LINIMENT CURES DIPHTHERIA.

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In ½, 1 and 2 pound cans. Whole—ground—pulverized—also Fine Ground for Percolators. 167

At the House.

THURSDAY, March 30th, 1916.

Petitions were presented by Mr. Emerson on fishery matters and by Mr. Abbott asking for repairs to a road.

The House went into Committee on Supply and discussion began on lighthouse maintenance.

Mr. Jennings was in accordance with the opinion of Mr. Lloyd that a re-organization of the supplying system in the civil service was absolutely necessary, as he knew of a case where inferior oil was supplied to a lighthouse. There was also need for reform, he pointed out, in the supplying of coal as it was a notorious rumour that there were light house keepers who never received the complement they should from contractors and he suggested that keepers be furnished with proper measurements. He also reported the dangerous condition of the surroundings at Sergeant's Cove Head where lives had been lost and recommended that a railing be put there to guard against people falling over the cliff.

The Minister of Marine and Fisheries said he never had any complaint about bad oil and that high test oil had always been ordered by his department. He favoured the views of Mr. Jennings regarding the danger at Sergeant's Cove Head, but regretted that no improvements could be made to the place at present. He had submitted estimates of his proposed new system of running light houses, but provision could not be made for such by the Finance Minister this year.

Mr. Clapp asked the Minister of Marine to construct the road leading to Englee light house.

Mr. Coaker asked for the reports of Dr. Rendell, Tuberculosis Physician; Mr. Davies, Food Analyst; and of the Postal Telegraph Enquiry, and was informed by the Colonial Secretary that they would be tabled next week. Continuing, Mr. Coaker spoke against the favor shown by the Government in the cutting of pit props and was sorry to learn that the Minister of Marine's new systems of lights was turned down. Turning to another matter he said: For some months past a number of men from Conception Bay points who were witnesses in the H. M. Stanley barratry case were kept in St. John's, going to and from their homes at intervals. They had to leave their own work undone and had to forfeit sealing berths in the Florizel and Sable I. which meant at least a loss of over $100 a man, and had to remain in St. John's and receive 75 cents a day. In consequence their families suffered great hardships and were without firing half the winter. But the worst loss and the worst hardship of all was the fact that these men were prevented from getting their traps and other gear ready for next summer's codfishery. He asked that something be done at once to compensate these men and said the Minister of Justice should be in the House to give information as to what was going on. He then read a complaint from the men on the matter.

Mr. Grimes strongly supported the previous speaker. He was familiar with the circumstances and was emphatic in saying that something should be done to meet the emergency. These men had only earned $90 since last May month on account of the Stanley case and they had families of from 3 to 7 children who were badly in need.

Mr. Clapp spoke of the Snowden case of last year as a parallel to the present instance. He pointed out the hardships a number of men of his constituents in Bonne Bay had to encounter by having to come to St. John's, where they were detained so long, as witnesses in the Snowden case. They lost the best part of the lobster fishery season, but through no fault of their own. On his representation to the Justice Department the men were allowed compensation which was nothing compared with their loss.

The Prime Minister said he would confer with the Minister of Justice on the matter with a view to meeting the hardships in this particular case.

Mr. Higgins gave his fullest support to the claims for compensation put forward by the Opposition members. He said the grievance was a genuine one and it was a case deserving of every consideration. The men were allowed 75 cents per day and their board. The delay was unusual owing to the time occupied in hearing three enquiries.

The Prime Minister said he knew that outport men would be only too glad to come to St. John's in winter time if they got 75 cents or a dollar a day and their expenses, meanwhile he would have the difference arranged when he saw the Minister of Justice.

The Leader of the Opposition (Mr. Lloyd) replied that the main question at issue was not about the 75 cents or a dollar a day but that they were hindered in providing for the fishery the coming summer.

The Committee were discussing the Estimates for construction of roads, bridges, wharves, etc., when **Mr. Clift** asked the Colonial Secretary what was being done about his complaint made some time ago with reference to Shoal Tickle which was filled up on account of the wharf collapsing. It was impossible to fix the wharf in its present condition and he urged the advisability of putting a substantial concrete structure there instead of a wooden one.

The Col. Secretary promised to have something done in the matter.

Mr. Coaker contended that the expenditure was useless on a wooden wharf and favored the building of a concerete breastwork.

Mr. Grimes stated that Cupids wharf was destroyed and asked to have it replaced.

Mr. Lloyd said that the roads and bridges, such as that at Shoal Harbor, were in a wretched condition all over the country and as there was no money at present available to repair them and asked that a special grant be made for the purpose.

Mr. Woodford was in accord with the Leader of the Opposition and hoped that a special grant would be made.

Mr. Clapp, who always avails of an opportunity in the interest of his constituency, referred to the bridge over Baker's Brook, Bonne Bay, which was carried away and asked if it was the Government's intention to have it replaced.

Mr. Morris asked for a breakwater for his district and gave his hearty support to Mr. Lloyd's suggestion for a special grant.

Mr. Stone said that there was little surplus to draw from for his district and to repair the bridges at Clarenville and Shoal Harbor would cost $1,000 at least, so he also advocated a special grant.

Mr. Coaker suggested that a local loan of $100,000 be borrowed for the purpose of giving proper attendance to all public works.

Mr. Jennings spoke of the roads in Twillingate being badly in need of repair and gave the suggestion of the last speaker his support.

Mr. Targett said that the roads throughout Trinity Bay were in a deplorable state and unfit for annual traffic. He also favoured Mr. Coaker's suggestion.

The Minister of Public Works strongly recommended that the Government raise a loan of $100,000, as outlined by Mr. Coaker, and that he, personally, would like to see a $200,000 loan raised.

Mr. Clapp favoured the idea of getting the $100,000 loan and emphasized that our roads deserved attention in preference to the iron horse. If there was any one district in the Island that required attention to roads it was St. Barbe. Other districts were not to be compared to it. There was talk of a half million dollars going to be spent on a railway in Bonne Bay but, he thought, if that amount would be spent for road purposes, it would mean thousands of dollars to the fishermen there.

The Prime Minister concurred in Mr. Clapp's remarks and stated that there was no main line in the whole district and besides the roads and bridges were in disrepair, and if there was any one district that needed attention in the direction referred to it was St. Barbe. He would consider the question.

Mr. Lloyd hoped that provision would be made for the extra grant in Supplemental Supply. The need he showed was acute and the disrepair to roads is making rapid depredations in the way of destroying both roads and bridges. He referred to bridges in his district, particularly that at Shoal Harbour as impassible and no money to spend on them and the big grants made 4 or 5 years ago adds to the difficulty. The House should deal with the contingency right away on the recommendation of the Government and advocated that the money be raised by loan, as all that was needed was a sufficient offer of interest to raise the money locally.

Mr. Halfyard asked for an increase of pay for a man in charge of a ferry.

Mr. Clapp drew the attention of the House to the fact that a short time prior to the 1913 election the row boat which ran the ferry between Bonne Bay and Norris Point was taken off and substituted by a motor boat. After the elections, which resulted contrary to the expectations of the Government, the motor boat was taken off and the old row boat put back to run the service again. He complained bitterly of this treatment and asked that the Government remedy matters.

The Min. of Public Works said he had a "stinging" regard for Mr. Clapp and would use his influence in regard to the motor ferry.

Mr. Lloyd stated that the Min. of Public Works wished to take the "sting" out of the request of Mr. Clapp he will approach the Government promptly and not have it hang over till next year, thereby leaving the "sting" in.

The committee then rose and reported progress.

The House went into Committee on the Educational Bill of, which several sections were disposed of.

The Inflammable Oils Bill was read a first time. The Bill respecting the control of trading in certain commodities received its final reading.

The House adjourned at 6:30 till this afternoon.

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