

FIGHTING AMID ETERNAL SNOWS



An Italian mountain battery operating in the mountain fastnesses of the Tyrol border.

News Of The War Over Night Cables

London, June 2, 10.45 p.m.—The battle for Przemyśl, which is proving one of the most stubborn and sanguinary of the war, continues with unabated fury. Both sides have poured reinforcements into the field, and with attacks and counter-attacks the losses in men and material are piling up at an unprecedented extent.

The German and Austrian reports claim that some of the forts on the northern front have already fallen and that on the southeastern front their troops are progressing towards the railway that joins the fortress with Lemberg. But the latest Petrograd communication says that the Germans who got into one fort were driven out, and makes no mention of the capture of Przemyśl or of other successes claimed by the German allies.

To the southeast, simultaneously with the battle, the Germans are making another effort to break through the Baura line toward Warsaw, but whether this is a serious attempt to capture the Polish capital, or only a diversion to prevent the Russians from sending more reinforcements into Galicia is not disclosed.

The Germans claim to have captured upwards of 300,000 Russians and an immense amount of material during the month of May. Despite this, the Russians do not appear to have slackened their resistance.

On the Gallipoli Peninsula the British and French lines have been subjected to severe attacks by the Turks, all of which, according to the British report issued this evening, have been repulsed. There, as in France, trench warfare is being followed, but in this case the Allies have the support of their fleet, which in daytime is able to search the Turkish trenches and prevent the Turks from coming out into the open, and also support the Allies' attacks.

So far as France is concerned the most important fighting in progress is to the north of Arras, where the Germans and French are contending for the possession of the sugar refinery at Souchez, which both claim to hold, and on the outskirts of Le Pretre forest, where the battle for the trenches has been continuous for weeks.

The latest victim of the German submarines is the British liner *Saldia*, which was sunk in the North Sea, with seven of her crew.

Berlin Expectant.

Berlin, June 2, via London, June 2, 4.04 a.m.—The officials of the government and the general public are waiting expectantly upon the American developments in the exchange of notes between Germany and the United States respecting the Lusitania—expectancy which is deepened by the fact that no trustworthy indications regarding the American attitude on the German answer are yet available here.

The German foreign office is unable to communicate with Count Von Bernstorff, the ambassador at Washington, except by wireless in plain language, and even this mode of communication is uncertain during periods when the static conditions of the atmosphere are unfavorable.

Reports which reach the newspapers are regarded with suspicion, not only because they come exclusively through British channels, but on account of their contradictory character.

Guilflight Attack a Mistake.

Berlin, June 2, via London, 5.25 p.m.—The German government has transmitted a communication to American Ambassador Gerard at Berlin, explaining that the torpedoing of the American tank steamer *Guilflight* off the Sicily Islands on May 1, was a mistake.

Germany disavows any intention of attacking harmless neutral ships, and in cases where she is at fault she offers to compensate.

Watch the Smugglers.

Milan, Italy, June 2, via Paris, 4.45 p.m.—The Milan *Secolo*, in its issue of today, urges the Italian authorities to take drastic measures against, and even to shoot, those persons who are found guilty of smuggling contraband in favor of Germany and Austria. Such men are smugglers, the paper says, but at this time smugglers are no better than traitors and spies.

The *Secolo* calls attention to the fact that as there is at present no state of war, and though I tried all kinds of ointments and injections I really had no permanent relief until I used Dr. Chase's Ointment. When I began this treatment I had absolutely no faith in it, for I had been examined by a well-known physician in Vancouver, and he said that an operation was the only thing that would benefit me. It was surprising the relief I obtained from the very first box, and now after using four boxes I am practically cured. My case was so exceptional that I received no relief day or night, and for this reason the results are wonderful.

You can obtain Dr. Chase's Ointment from any dealer at 80 cents a box. If you do not want to risk this much, send me a sample box free. We are so certain that any sufferer from piles will obtain relief by using this ointment with the use of Dr. Chase's Ointment, that we do not hesitate to make you this offer. Edmanston, Bates & Co., Limited, Toronto.

Doctor Said Only Hope Was In An Operation

Was Skeptical When He Began the Use of Dr. Chase's Ointment—Relief Came Quickly

Here is a plain, honest statement in regard to Dr. Chase's Ointment. Between the lines of this letter you can read the gratitude which its writer feels. One does not suffer from annoying, distressing piles for ten years without appreciating a cure when it is obtained.

Almost every mail brings the report of someone who has been cured of piles by the use of Dr. Chase's Ointment. Such statements are never used without the permission of the writer, and until we are satisfied that the cure is genuine and the writer a person of responsibility.

You may believe in operations for piles, and think there is no other cure. Write to Mr. Ingles, enclosing stamp, and he will gladly verify his statement. He will tell you that the pain, the expense, the risk of an operation are quite unnecessary. That relief and cure come with the use of Dr. Chase's Ointment. Mr. Ernest W. Ingles, Penitentiary, B. C., writes: "I suffered from piles for ten years, and though I tried all kinds of ointments and injections I really had no permanent relief until I used Dr. Chase's Ointment. When I began this treatment I had absolutely no faith in it, for I had been examined by a well-known physician in Vancouver, and he said that an operation was the only thing that would benefit me. It was surprising the relief I obtained from the very first box, and now after using four boxes I am practically cured. My case was so exceptional that I received no relief day or night, and for this reason the results are wonderful."

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UNION STREET CORNER NOW

More Trouble Between Commissioner and Street Railway—Threshed Out in Council

The city council yesterday discussed street railway problem for an hour and a half with a deputation from the company, the members of which, while not repudiating the agreement as to Princess street corner, declined to recognize the power of the commissioner of public works to order the use of grooved rails in Union street as he had done.

The commissioner threatened to take the same course in Union street as in Princess street, i.e., tear the rails up. No decision was reached and only developments at the street corner can show the issue of the dispute. The deputation from the street railway company consisted of F. B. Taylor, K. C., vice-president of the company, and H. M. Hopper, general manager, attended with reference to the dispute with the department of public works as to the use of grooved rails.

Mr. Taylor said that in connection with the question in dispute at the corner of Princess and Sydney streets, it was chiefly a legal matter that awaited settlement. Substantially the same question had, however, again arisen in connection with the proposed widening of the street at the corner of Union and Sydney streets where Waterloo street crosses.

Mr. Taylor went on to state that at Union and Sydney streets the commissioner of public works had carried out repairs to one side of the street and now proposed to deal with the other and the street railway company had received no notice that a proper road bed would be necessary there to carry grooved rails. The commissioner intended to raise the grade by a maximum of one inch over a distance of about sixty feet. The company's tracks there were laid on a firm foundation the had been put in as permanent under the supervision of the city authorities. They now stated with confidence that no public advantage could come of the raising of the grade, that had been proposed by the commissioner would not only advantage come of raising the level of the rails by such a trifling elevation.

"We have for a moment wish to suggest that the commissioner's reason for asking us to raise the tracks here this trifling amount is so that he can have greater justification for asking us to put down grooved rails but after having considered our own engineers and having the matter looked at by an outside engineer we cannot see what advantage is to come to the public from the change. Assuming, however, which we are reluctant to assume, that the city considers that it is necessary we should have to comply, I do not say we are legally compelled to but we want to aid the city in the matter confronted with the question of grooved rails. We have taken a strong point in connection with the use of grooved rails in St. John. Owing to the climate and the danger of frosts and small stones getting into the grooves we do not think them suitable."

Com. Potts complained that he had not had the opportunity of bringing the matter forward on Tuesday and added that the matter of grooved rails or not was one for the courts to settle. He expected the grade in Union street to be laid down to the satisfaction of the road engineer. He repeated his view of the question at Princess street corner. He had accepted concrete in Princess street and was prepared to accept concrete in Union street. He added that he made the agreement with the company to show that it was not the wish of the city to hold up the traffic until the question of the grooved rails was settled there could be no dispute on that at any other point. He disliked the idea suggesting that he wanted to force the company into any action.

Mr. Taylor—I have carefully denied it. Mr. Taylor went on to argue that unless some good reason could be given of public advantage the company should not be asked to raise their rails in Union street. They had been placed on good solid foundations. Only in one place, where the department of water and sewerage had disturbed it, was the bed not good. (Laughter.) He, however, asked the opinion of the council on the whole matter of the use of grooved rails and he perfectly true that the public was being inconvenienced by the delay and it was with the desire to reduce and avoid the inconvenience that they came to the agreement with the

commissioner of public works. The street railway company had been prepared from the first to make any arrangement that should not affect the legal rights of the company. They offered through the city solicitor to deal with the matter and when the question reached an acute stage and the ultimatum was delivered by the commissioner they offered again to put in a temporary track and undertake to remove it if the commissioner were right. Commissioner Potts stated that the street railway company had not done one thing towards a settlement. He had a conference with Mr. Hopper on Friday and then stated plainly what he wanted done. Mr. Hopper said he was then going to consult the attorney in connection with the matter.

Did Not See Agreement. "I told him," continued Mr. Potts, "that I would proceed to do the work at the corner which would mean the removal of the track. I have not heard a word from the company since then until they put in a gang of men on the job to take out the stone I had got put in, and the excuse that they gave then was that they read of the agreement in the public press. They have ignored the commissioner of public works in the matter entirely."

Mr. Potts then gave particulars of what happened at the interview, and mentioned that he had informed the mayor of the progress of negotiations. The company, he repeated, had ignored the public works department, and had run round after everyone but the right person. "I have not been consulted since Friday, but I can assure you that I am going to run the public works department while I am in any way," said the commissioner.

Mr. Taylor. There appears to have been a misunderstanding between Mr. Hopper and the commissioner, but that is not material to what I was going to say. Mr. Potts, according to his interview in the papers, said that he was being governed in this by the city solicitor, and the solicitor was the only person I consulted. It is the ethics of the legal profession that I should seek out the lawyer and not the city solicitor, and my sole reason for seeking the city solicitor, I have not the slightest desire to go beyond the commissioner of public works, and I trust the commissioner will accept the explanation."

Commissioner Potts—"That is all right if you are dealing with private persons, but when you are dealing with a public department in a corporation, Mr. Taylor—I shall follow the advice in future. I have seen the city solicitor several times since May 26, and I trust he has kept his client informed."

Mr. Taylor then returned to his objection to grooved rails. He mentioned that these rails caused many accidents at Boston and added that the Street Railway Association of Canada and America had recommended the "V" rails as the safest for public use.

Looks Only to Council.

Going on to the Union street case, Mr. Taylor said: "The commissioner has no authority from the council to require us to put down a different construction inasmuch as we took the orders for the rails from the council and not from the commissioner of public works. Under the resolution that was passed, the council had no bearing on the track already laid."

Commissioner Potts—"You will never have any extensions in St. John." Mr. Taylor—"We might." Besides, it would seem peculiar to have one or two grooved rails at one place, and the rest all "V" rails. That would not be satisfactory to the city authorities.

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only thing was that they were doing it at Princess street as agreed. They might be willing to pave in order to avoid the danger to the public and the inconvenience to themselves through the use of the grooved rails.

Commissioner Potts—I do not see that the question of the grooved rails is to be considered here at all; the council has left that in my hands. Don't let this council take up the question of whether grooved rails are good or bad now; that is settled.

Mr. Taylor argued that the order-in-council did not apply to the present case at all.

Commissioner Potts—Did it refer to the Princess street case? Mr. Taylor—No.

Commissioner Potts—Yet you made the agreement.

Mr. Taylor—Yes, we did not want to tie up the public indefinitely. We now ask whether the commissioner is construing the order-in-council rightly in applying it to this case. We further submit that it was not a resolution that the city council had a right to or the power to pass.

"With reference to Union street, the commissioner gives notice to take up the track to raise it. As I understand it there is no obligation on our part to break up the concrete there. If the city is going to make repairs there it is not for us. We do not want to make the change and we respectfully point this out to you. We therefore submit that the change in the concrete is not necessary, and that the track should remain as it is."

Mr. Taylor then passed on to the matter of the change of line at Market square at the foot of King street. He said that the company had been asked last summer to straighten out the curve there. The company agreed. When they therefore received instructions from the public works department the company at once ordered the necessary materials and they received them in March. In March they received from the public works a communication asking when they intended to begin, and the reply was "on April 1." But prior to that date they received word from the commissioner not to go on with the work.

Mr. Taylor was going on to describe the danger to tram traffic of the curve at the bottom of King street, when Mr. Potts remarked: "Don't you think it is about time that the Utilities Commission took your company and made you put in proper air brakes? There is no other country in the world where it would be allowed."

Then Mr. Potts added: "The work at Union street has got to be done, and if you don't lift the rail I will do as I did at Princess street, and either cover the rails up or take them right out." He went on to say that he was prepared to bring the matter before the council on Tuesday, but had not been permitted to go on.

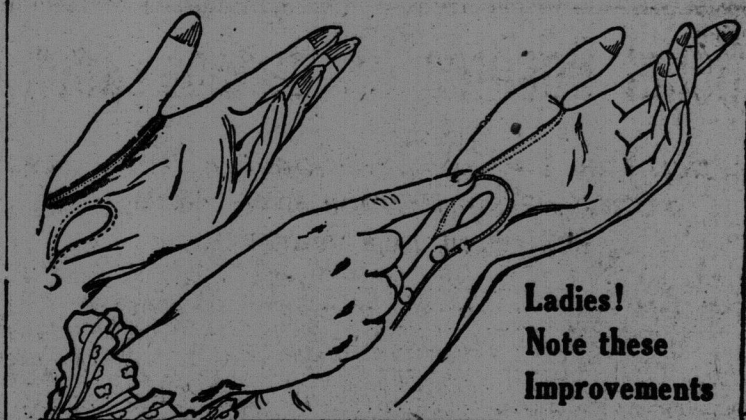
Commissioner Russell—"You would have, if you had told us the need of it."

Commissioner Potts—"I want to find out where I fit in my own department. (Laughter.) The city solicitor said I had absolute power without reference to the council."

Mr. Taylor stated that the company did not want to operate any longer at Market square under the present circumstances, and he asked for permission to go on with the new work there of changing the line. As it air brakes nowhere were they used on single track cars. They had the best brakes now, and challenged comparisons as to the state of the equipment of the line, the schedules they ran or the safety of the employees.

We give the best street railway service to be found in any town of the size in America, and as good as it is possible to give in the hilly nature of St. John. We regret that the commissioner of public works has made the statements he has in the public press. The only time the service has been deficient is when the commissioner of public works, acting conscientiously, I believe, has blocked our work as in Main street last year and now in Princess street.

Commissioner Potts—"You never were



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