BATTALIONS UNT OF GRIM NG AT ST. ELOI

Had Place of Honor in and Held Ground Almost 22nd and 29th Also in eeds of High Courage and S

ef-1 other states were free to exhaust the re- market; thus a British group in last Ger- January bought up 800,000 that the Roumanian government might require that exported cereals be paid for in German or Austrian products, which the Central Powers might not want to liberate. It is believed the new accord removes these two obstacles, Roumania promising Germany all the produce she does not herself need, and abolishing the exchange system. She also undertakes to permit the transit

to permit the transit of traffic to and from Constantinople.

The importance of this matter will be seen from the fact that the Roumanian harvest last year amounted to six million tons, which is just the quantity of cereals Germany and Austria together had to import in times of peace.

"An eminent Roumanian personality," interviewed by the Petit Parisien, declares that Roumania remains faithful to her friendship for the Entente and has not changed her political attitude. The agreement with Germany arises from the fact that she must sell her crops and import manufactured goods.

from the fact that she must sell her crops and import manufactured goods, the supply of which had been interrupted by the closing of the Dardanelles and the economic tension with Germany. Not German Victory. Not German Victory.

London, April 15—(Special Star Cable)
—What really has amounted to a battle
at St. Eloi and northward is practically
ended, and has not been a victory for the
Germans. There has been some of the
most terrific fighting for the Canadians
since Festubert, and in many cases it
has been new battalions which had to
bear the brunt. which came out with

has been new battalions which had to bear the brunt, which came out with flying colors. Some positions, when the attacks were at their height, changed hands three times. One night at another place a certain stable which I mentioned in a previous cable—one and held by the eneuty, the other by us—a position which remained a deadlock upwards of six months, was rushed by a western battalion, which did just what the enemy thought impossible and improbable: it made a frontal attack across fifteen yards of concentrated machine gun fire. The Huns were so excited they fled out through the roof and our casualties were very slight. Now our trench alties were very slight. Now our trench runs on the outer edge of the stable. There was a bright sunlight, and, quot-ing an officer who was in the fight, "We had a splendid time killing the Bosches who were frying to die a consent." Princess Pat's on Job.

leged, by It has been bloody fighting in these craters, all of which are now in our hands and likely to remain, for the Germans seem tired of attacking. At one particular hot spot a big sergeant of the Princess Pat's speared a Hun on the end of his bayonet, and could not withdraw it in time. He saw another coming at him, lifted the rife and ghastly load, own and made one jab at the new assallant. wn and made one jab at the new assailant, are with sufficient force to knock him over the but the bayonet broke at the critical time. He managed to grab the shatter-but ed stock and clubbed the other German

Many onicers were at cuse gaps in the nightly combats around these cra-ters, and used nothing but bare hands— they just throttled the enemy. Best of all is the story of an officer

over salvoes of shrapnel. He thought all chance to visit London was off. The why he had not reported to battalion headquarters for leave. He took one lbok at the bursting shrapnel said "Me for London or bust," and steered a charmed course back to the divisional leadquarters and train.

charmed course pack to the leadquarters and train.

One section which has done wonders in this latest fighting is the pioneer battalion. They have built a fine new road have tallon. They have built a fine new road in the face of heavy shelling, and have kept the old ones in good repair, so that nightly supplies have come to all the regiments in the fighting line. They also assisted the engineers in sapping, which has been a great feature of the struggle for the craters, and in which we have excelled we have excelled.

The Canadian cavalry have moved

again, where, of course, it is ompossible for me to suggest, but they are in a posi-tion wher they can be useful any mo-The weather keeps clear and the ar-

Unknown Benefactors.

What if another sit beneath the shade ions Of the broad elm I planted by the way—
nch- What if another heed the beacon light
t on I set upon the rock that wrecked my keel—
Have I not done my task and served

Nay, rather act thy part, unnamed, un-And let Fame blow her trumpet through

With noisy world to swell a fool's renown, Joined with some truth he stumbled blindly o'er,
Or coupled with some single shining

That in the great account of all his days
Will stand alone upon the bankrupt sheet His pitying angel shows the clerk of heaven.
The noblest service comes from name-

less hands, And the best servant does his work unseen.
Who forged in roaring flames the pon-

derous stone
And shaped the molded metal to his Who gave the dragging car its rolling

wheel,
And tamed the steel that whirls its circling round?
All these have left their work and not their names— Why should I, murmur at a fate like

-Oliver Wendell Holmes.

Business Men Want Valley Railway By The Eastern Route

Vote Almost Unanimous That The Two Governments Must Keep Faith —The West Side Resolution Voted Down

Saturday, April 15.

By an overwhelming majority the Hisiness men of St. John have pro-By an overwhelming majority the business men of St. John have pro-assumed in favor of the eastern route for the completion of the Valley railway. Committees of the board of trade have given exhaustive study to the question and at three public meetings the evidence has been sifted and the arguments for and against have been weighed. The result is the declaration that the interests of the city, the province and the dominion would be best served by the adoption of the eastern route for the entry of the line into St. John. The meeting which was held last evening in the board of trade rooms was even more largely attended than the previous gatherings and the interest was as

had been unable to have a member present at the meeting, saying that the St. John member of the government, Hon. J. B. M. Baxter, at least should have made it his duty to attend. He welcomed, in their place, the engineers, D. F. Maxwell and Ross Thompson, and the presence of the Maxwell and Monsar-

The reports were read and Messrs. Maxwell and Thompson were heard in explanation and in answer to questions. Both engineers were given a thorough examination by citizens perfectly familiar with the proposals, and the results were illuminating.

Despite the fact that the government had given, as the chief reason for the proposed change in the route, the announcement that the engineers had failed to find practicable crossings for the river bridges, the evidence produced last night showed how far from accurate this was. Mr. Monsarrat had recommended a crossing at Dunham's wharf and Mr. Maxwell had found another location at which a bridge could be built at even less cost.

When other arguments failed, Mr. Thompson said bluntly that the reason for the proposed adoption of the western route was a change in the objective for the proposed adoption of the western route was a change in the objective of the line and that the desire of the provincial and federal governments now is to bring the road to West St. John instead of to the terminals which are to be prepared at East St. John. He said that, when the east side terminals are ready—which may be many years yet, he added—it will be easy to secure arrangements to bring the traffic over from the west side. On the other hand, he said, it is impossible to carry the I. C. R. traffic to West St. John except at very heavy charges. Why this should be so he did not explain.

At the close of a long discussion the amendment in favor of the we route was voted down, receiving the support of only twelve men. THE RESOLUTION THAT WAS CARRIED.

By an almost unanimous vote the resolution in favor of the eastern toute, strengthened by reference to the facts presented in the engineers' reports, was dopted. The original motion is as follows:

"Whereas, this meeting has learned that it is the intention of the provincial government to abandon the "Valley railway" route as provided for in legislation, and to terminate the railway at Westfield or some other point on the Canadlan Pacific Railway which in addition to the other disadvantages is in direct violation of their promises, on the strength of which the last bonds were guaranteed by the province,

"And whereas, the chief reasons assigned for this departure are that the cost of bridging the St. John river is too great, and that the foundations obtainable are not sufficiently secure,

"And, whereas, D. F. Maxwell, engineer of railways for the New Brunswick government, by direction of Premier Clarke wrote the St. John Board of Trade on November 6, 1915, "that a preliminary report was sent the government to the effect that safe foundations may be got at reasonable cost," from The Mistake to Gorham's Bluff. from The Mistake to Gorham's Bluff.

"And whereas, there are engineers' opinions which confirm Mr. Maxwell's statement that a substantial bridge could be built along the lines of his last survey at a reasonable cost, and no evidence to the contrary, if procurable, has yet been made public,
"And whereas, the rail distances from Evandale via Westfield to Union

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