

## GERMANS RUSHING TROOPS TO EAST PRUSSIA IN EFFORT TO CHECK RUSSIAN ADVANCE

### GERMANS FACE TIGHTENED MENAGE IN THE EAST

New Advance Movement of Russians, if Successful, Would Threaten Danzig and Koenigsberg—Nothing Definite From Carpathians—Only Minor Engagements at Isolated Points Along Front in Western War Theatre.

London, Feb. 9.—Germany's threatened submarine blockade of the waters around the British Isles and France, and the question of the use of neutral flags by merchant ships belonging to belligerents, continue to occupy the public mind in England and in the neutral countries of Europe. Greece has already replied to the German memo to the effect that she expects Greek ships to be protected by the regulations governing navigation on the high seas and coasts not effectively blockaded, while Holland and the Scandinavian countries are taking steps for joint action. The American steamer *Wilhelmina*, with grain aboard, for Hamburg, has arrived at Falmouth. It was thought possible that she had been ordered there by one of the British patrol ships, as the British government had announced its intention of preventing her from proceeding to Germany and of submitting the question of her cargo to a prize court. A despatch from Falmouth, however, says that the captain of the *Wilhelmina* declared he had proceeded to that port of his own free will. Outside of these questions of international law, the chief interest lies in the fighting in the eastern zone, the operations in the west having lapsed into a period of calm, with only a few small engagements on narrow fronts, which can have little effect on the campaign as a whole. In the east, on the other hand, the campaign has been checked in their efforts to break the Russian base for their troops to East Prussia. To meet the Russian offensive in that region. This offensive has commenced to be a real danger to the Germans, as it threatened to drive a wedge between Tilsit and Insterburg, and so to turn the fortified position in the extremely difficult country of the Masurian Lakes. If this movement succeeded, the Russians would over-run a considerable part of East Prussia, and would gain by their way to Koenigsberg, and Danzig. The campaign in the Carpathians and in Galicia is not so easily follow-

### KING ALBERT DECORRES GEN. JOFFRE

Belgian King Confers Grand Cross of Order of St. Leopold on French General.

Paris, Feb. 9.—A semi-official statement issued this afternoon says: "During the course of a recent meeting, His Majesty King Albert of Belgium bestowed upon General Joffre the insignia of the Grand Cross of the Order of Leopold. "In expressing to the King of Belgium his warm appreciation of this high distinction, General Joffre thanked His Majesty for this new evidence which he thus desired to show to the French army in the person of its chief and which would strengthen still further the bonds uniting the two allied armies."

### DELAY DUE TO MISTAKE OF A CABLE CENSOR

Danish Ship Held Up Eight Days at Kirkwall Owing to Non-Delivery of Cablegram.

New York, Feb. 9.—The Danish steamship *Helig Olav* arrived here today from Copenhagen and Christiania reports that on the outward voyage from that port which she left December 3, the ship was boarded at Kirkwall by armed marines and detained for eight days pending investigation as to the character of her cargo. Captain L. Holst, master of the *Helig Olav*, which is a Scandinavian-American line steamer, said that the reason for the detention was ultimately traced to a slip of the British censor handling cable despatches. "It was first intended that the ship should take with her from New York fifty tons of copper consigned to an American firm in Copenhagen," the captain said. "The British authorities, which disclosed the fact that the second cablegram, saying that the copper was not on board, had not been officially received. We were then released on guard before my cabin door. "London representatives of the Scandinavian-American line and the Danish consul called on Sir Edward Grey, and asked an immediate investigation, which disclosed the fact that the second cablegram, saying that the copper was not on board, had not been officially received. We were then released on guard before my cabin door. "It was first intended that the ship should take with her from New York fifty tons of copper consigned to an American firm in Copenhagen," the captain said. "The British authorities, which disclosed the fact that the second cablegram, saying that the copper was not on board, had not been officially received. We were then released on guard before my cabin door."

### MAIN ESTIMATES TABLED IN COMMONS YESTERDAY

Provide for Total of \$190,329,352, Decrease of Over 17 Millions as Compared With Total in Main and Supplementary Last Year—Appropriation of Million and a Half for Harbor Improvements at St. John.

Ottawa, Feb. 9.—The main estimates for the coming fiscal year, tabled in the Commons last night, provide for a total appropriation of \$190,329,352, a decrease of \$17,789,320, as compared with the total amount voted in the both main and supplementary estimates last session. With supplementary estimates still to come, this session's appropriations may equal those of last year, exclusive altogether of the \$100,000,000 voted for war. Of the main estimates tabled, \$146,237,277 are for consolidated fund account, a decrease of a little over ten millions, from last year. Capital account expenditures total \$44,092,075, a decrease of \$7,629,690. The principal increase in current account expenditures is for interest on the growing public debt. The increase on this head totals nearly \$9,000,000. On public works there is a decrease of a little over \$14,000,000. The Immigration Department has had its appropriation cut down by \$284,000; the Trade and Commerce Department by \$1,903,000; the Naval Service by \$105,000; the Fisheries by \$150,000, and Militia and Defence by \$223,000. This last decrease, however, is due mainly to the switching of the expenditures to the general war fund account. The chief items of capital expenditures on public works and railways and canals include \$3,128,250 for the Intercolonial Railway; \$1,938,925 for the Prince Edward Island Railway, and a total of \$9,459,000 to continue the works already under way at Esquimaut, Halifax, Port Arthur, Quebec, St. John, Toronto, Vancouver, Victoria and other harbors. Amounts to be voted for the I. C. R., and Prince Edward Island railways include the following, practically all of them being re-votes from last session:

RAILWAYS	
Amherst—Additional facilities	\$16,000
Anti-creepers and tie plates	\$50,000
Bridges, to strengthen	\$500,000
Chaudiere Jct. to St. Romuald—Double tracking	\$50,000
Diversion of line between Nelson and Derby Jct.	\$6,000
Diversion of line between North Sydney and Letches Creek	\$60,000
Fredericton—Increase accommodation	\$5,000
General protection of highways	\$16,000
Halifax—Docks and wharves	\$30,000
New terminal facilities	\$3,000,000
Willow Park sewer	\$14,900
Hampton—Subway and facilities at	\$39,750
Installation of block system in connection with operation	\$14,000
Installation of telephone system in connection with operation	\$100,000
Levis—Improvements	\$200,000
Moncton—Locomotive and car shops, with equipment	\$110,000
Elimination of level crossing and grades	\$125,000
Installation of roofing	\$22,500
Mulgrave—To provide new car ferries and dock for same	\$34,000
Permanent wiring of engine houses	\$13,000
Permanent farm crossings and culverts	\$10,000
Power plants, increased facilities at divisional points	\$23,000
Pugwash—Spur line, Pugwash Harbor	\$5,000
Raising grade, Memramcook and Sackville	\$3,500
Rolling stock	\$2,250,000
Safety appliances for equipment	\$24,000
Standard track signs	\$4,000
Standard clocks for divisional points	\$2,800
ST JOHN—SPUR LINE TO COURTENAY BAY	\$112,000
Surveys and inspections	\$87,000
Sydney Mines—Diversion	\$10,000
Tie drainage in wet cuts	\$4,000
To increase accommodation and facilities along the line	\$102,000
Trenton—Increased facilities	\$200,000
Water supply, to increase	\$27,300
Towards the construction of a railway from a point on the I. C. R. at or near Dartmouth, in the county of Halifax, via Musquodoboit Harbor, and the Valley of the Musquodoboit to Dean's Settlement in the said county	\$510,000
Bridges, to strengthen	\$10,000
To increase accommodation and facilities along the line	\$17,600
To provide car ferry, construct terminals and necessary connections	\$1,900,000
New Brunswick and Prince Edward Island Railway—to bring line up to intercolonial branch line standard	\$25,000
INTERCOLONIAL RAILWAY—to bring line up to intercolonial branch-line standard	\$11,300,000
For Halifax dry dock there is an appropriation of	\$250,000
ST. JOHN HARBOR IMPROVEMENTS A VOTE OF	\$1,500,000
Appropriation for public buildings in Nova Scotia and New Brunswick are all re-votes of last session. The only new votes for harbors and rivers are as follows:	
NOVA SCOTIA	
Ampers—Repairs to wharf	\$1,000
Broad Cove—Repairs to breakwater	\$1,500
Canada Creek—Improvements	\$1,000
Harborville—Repairs to breakwater	\$5,000
Margaretville—Repairs to breakwater	\$5,000
Neum Teuch—Repairs to wharf	\$2,500
Ostrea Lake—Repairs to wharf	\$2,000
NEW BRUNSWICK	
Beaver Harbor—Repairs to wharf	\$1,800
Barnet Church—Repairs to wharf	\$6,000
Caraguet—Repairs to wharf	\$1,500
Chocolate Cove—Rebuild wharf approach	\$1,600
Dalhousie—Repairs to wharf	\$2,000
Quaco—Re-construction of breakwater	\$17,000

### LAURIER LETS PERSONAL SORTE GET BETTER OF HIM

Appointment of Mr. Albert Seigny as Deputy Speaker Angers Opposition Leader—Premier Borden's Reply Gives Laurier Quiet—Bill to Amend Railway Act—No Change in Lobster Fishing Regulations.

Ottawa, Feb. 9.—Sir Wilfrid Laurier can be a very bitter old gentleman when he lets himself loose, as he did today on Albert Seigny of Dorchester the new Deputy Speaker. He does not like Mr. Seigny, for Mr. Seigny took Dorchester from the Liberals in 1911, and incidentally had a good deal to do with some of the Conservative victories in Quebec. Mr. Seigny describes himself as a Conservative—he has always been a Conservative. Sir Wilfrid characterizes him as a Nationalist, and predicts trouble for him when he goes before his constituents for reelection. So he told him today after Sir Robert Borden had moved that he be appointed to succeed Hon. P. E. Blondin as Deputy Speaker. The leader of the Opposition grew sarcastic and expressed fear that the electors of Dorchester would feel aggrieved when they heard that their representative had experienced a change of heart, and that as Deputy Speaker he could not now take any part in the repeal of the Naval Act. All this was in poor taste. It would not have been so bad had it come from one of the rank and file, but from Sir Wilfrid, who has usually been described as an exponent of parliamentary etiquette, it was surprising. Mr. Seigny is now to take no part in political talk, he is to administer justice to both sides from the chair and he is unable to reply to the Liberal leader's attack upon him. There is no much credit to be gained by hitting a man who can't hit back. But Sir Robert Borden did not let the Opposition leader away with it. He retorted that Mr. Seigny had made as much progress in the repeal of the Naval Act as Sir Wilfrid had made after 1896 when he had pledged himself to repeal the protectionist policy of Canada. Mr. Seigny would have a long period to fill up before he could emulate the records of unfulfillment established by the Liberal chieftain. The Conservatives roared with delight. Ottawa, Feb. 9.—The election of Mr. Albert Seigny, of Dorchester, as Deputy Speaker of the Commons, and the introduction of several bills, were the feature of a remarkably brief though business-like sitting of the House today. On Thursday the Finance Minister will deliver his budget speech, and Friday will be private members day. In proposing the selection of Mr. Seigny as chairman of the Committee of the Whole House, Sir Robert Borden said that, though young both in years and parliamentary experience, the member for Dorchester had displayed qualities which admirably adapted him to his duties, possessing, as he did, a perfect knowledge of French, and an excellent command of English. Sir Wilfrid Laurier, while stating that he had no intention of opposing the election, retorted that Mr. Seigny upon the fact that a member who had been elected in 1911, pledged to repeal the Naval Service Act, and had never made any progress in bringing about that end, was now about to accept the appointment, which he would no longer be able to champion that cause in the House. Sir Robert Borden retorted that the honorable member for Dorchester had at least done as much to repeal the Naval Service Act as his Right Hon. friend Sir Wilfrid had done after 1896, in destroying that protection with regard to which the House made so many vows. As to changes of mind and heart, Mr. Seigny had a long record to fill up before he could emulate the Leader of the Opposition. (Continued on page 4)

### WILHELMINA'S CARGO WILL GO TO PRIZE COURT

Foreign Office Has Not Changed Policy—Ship Will Be Released as Soon as Possible.

### NEW PRESIDENT IS SENATOR DANIEL

Elected Head of Canadian Association for Prevention of Tuberculosis.

### NO STRIKE IN YORKSHIRE, ENG. COAL MINES

Men's Demands for Advance in Wages Until End of War Granted by Mine Owners.

### WILHELMINA AT FALMOUTH

Captain Says He Went There Voluntarily and Has No Prize Crew Aboard.

### AUSTRIAN FREED ON TREASON CHARGE

Toronto, Feb. 9.—The jury in the criminal assizes after being out an

### CONTROL EXPORT OF FOOD PRODUCTS FROM CANADA

Brantford Member to Introduce For Government Control Resolution on Matter of Regulating Prices.

Ottawa, Feb. 9.—The question of taking steps to control the export of Canada's food products is being raised by Mr. W. F. Cockshutt, Brantford, who has given notice of a resolution that "the circumstances arising out of the present war such as to justify the government in exercising supreme control over the quantity and destiny of our food exports, thereby regulating the prices at which bread, meat and other products shall be sold for home consumption, while at the same time directing that our surplus food exports should only reach British or friendly countries."

### ROTTERDAM TO HAVE A COTTON EXCHANGE

The Hague, via London, Feb. 9.—A cotton exchange is being organized at Rotterdam under the auspices of the large transportation companies, in consequence of the movement of cotton is easier from America to Rotterdam than to Bremen.

### THE CASUALTY LIST

Ottawa, Feb. 9.—The following casualties in the Canadian Expeditionary Force was announced by the Militia Department tonight: Seriously II. Driver G. Cooper, Divisional Train, C.A.S.C., at No. 1 Canadian General Hospital, Netherby, in consequence of injuries sustained in chest. Next of kin, Mrs. Susan E. Cooper, 20 Moore Park Road, Fulham, London, England.

### House Leaders May Try New Plans to Railroad Ship Bill Through

Washington, Feb. 9.—After the insistent Democrats and Republicans had made a vain effort to break the continuous session of the Senate on the Government Ship Purchase Bill at six o'clock this evening, tired legislators settled down for another night debate in the historic struggle. When the end would come no one would predict. Administration leaders declared the session might last for a week without interruption. Opposite spokesmen, however, predicted that some effort would be made tomorrow to break the deadlock. According to talk about the Capital today, if opponents of the bill prevent a decisive vote for many more days, a new plan of action may be undertaken. The plan which is said to have been suggested from an authoritative administration source, would be for House leaders to call up for passage a bill introduced by Senator Weeks early in the session, which passed the Senate providing for turning over some of the ships of the navy for mail and commercial service between New York and South American ports. With this bill before the House it would be part of the plan to attack the Ship Purchase Bill as an amendment, and to pass the amended bill under a special rule. This would put the measure before the Senate again in the form of an amended Senate bill, on which a record vote might be forced.

### THANKS TO GOOD WORK OF BRITISH NAVY

Losses to British Shipping Since War Began Much Less Than Anticipated.

Liverpool, Feb. 9.—The chairman of the Liverpool Underwriters Association, in his speech at the annual meeting, said that owing to the effective work of the British fleet the losses during the war, thus far, to British shipping had been much less than might have been expected. After six months of war, he said, the loss to the British mercantile fleet was estimated at \$4,000,000 to \$7,000,000, \$30,000,000 to \$35,000,000. The report of the 1913 committee gave a probable loss of \$18,000,000 (\$90,000,000) in the first six months of the continental war. The chairman said that the year 1915 has opened badly, with a large

### ABANDON HOPE OF SETTLING OHIO STRIKE

Negotiations Between Miners and Operators Broken Off Last Night.

Cleveland, Feb. 9.—Hope of a settlement of the strike of 15,000 coal miners in the eastern Ohio field was abandoned tonight, when negotiations between miners and operators, in the presence of government conciliators, were finally broken off. All parties to the conference, which began January 28, admitted tonight there was no present hope of a settlement of the strike, which has tied up eastern Ohio coal mines since last April. number of very costly losses, the figures in the books of the association showing a total of \$6,500,000 against \$2,500 for the corresponding period of last year.