

THE WEATHER
Maritime—Strong winds and moderate gales, from northeastward, with snow.

The St. John Standard,

NEW BRUNSWICK, CANADA.

OPERA HOUSE
TONIGHT
YOUNG-ADAMS CO. in
"ALL OF A SUDDEN PEGGY"

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TEUTONIC FORCES GATHERING AROUND SALONIKI; BATTLE LOOKED FOR SOON

Von Mackensen at Monastir, Gievgli-Strumitsa Railway Repaired and Germans, Bulgars and Turks Assembling on Greek Frontier --- Reported Greece and Roumania Have Signed Dual Neutrality Pact--- Quiet On The Other Fronts

MONTENEGRINS AND SERBS UNITE TO HOLD DURAZZO

London, Feb. 2.—An Austro-German offensive against Saloniki is imminent, according to Saloniki dispatches, who says that the Gievgli-Strumitsa railway has been repaired, and that Field Marshal Von Mackensen is now at Monastir.

A portion of the Montenegrin army, this correspondent adds, has effected a junction with the Serbian troops, and fallen back on Durazzo.

There is scarcely any fighting on any of the battlefronts, except artillery engagements, and in none of these has any noteworthy achievement been recorded. Heavy bombardments have taken place in the Champagne region of France, and near Saint Die, in the Vosges mountains, with the French as the aggressors. The French guns also have shelled the town of Lens.

On the Russian front Berlin claims the defeat of a strong Russian force between the Stochod and Styr rivers, while Vienna reports the forced withdrawal of the Russians from their advanced trenches near Uciecko, in East Galicia, during mining operations.

In hand-to-hand fighting on the Col. Lana slope the Austrians report the capture and destruction of Italian

ESTIMATES MAY BE BROUGHT DOWN TODAY

Hon. Mr. Patenaude Impresses House by His Dignified Answer to Critics—Hon. Mr. White Gives Grit Member For Regina His Quietus.

Special to The Standard.

Ottawa, Feb. 2.—The debate on the address in reply to the Speech from the Throne ended today and parliament will now proceed with the business of the session. The estimates will probably be tabled tomorrow.

The dying hours of the debate produced nothing unusual or unexpected. The ferocity of Messrs. Pugsley and Carvell is a thing of the past, their charges and statements have not stood the light of day and they take their place almost alone as the party agitators of the Commons, eager to score a political gain out of their country's travail.

Subsequent speakers for the most part have shown themselves actuated by high patriotic ideals. The speaker in whom interest centered today was Hon. E. J. Patenaude, the new Secretary of State. He impressed the House; he is fluent and he has the courage of his convictions.

Mr. Patenaude was one of the Quebec Nationalists who fought the naval policies of both the Liberals and the Conservatives. "While supporting the ideas and principles of the Conservative party," he said, "I have not fought its naval policy in all sincerity because I felt that I had to take that course as I have no hesitation in saying that since August 1914 I have endeavored to do all in my power to help

ZEPPELINS LIKE DERELICTS OVER ENGLAND

Ignorant of Their Location and Dropped Bombs at Random, INSISTENT DEMAND FOR REPRISALS. Believed the Same Fleet of Zepps Attempted a Raid Few Days Previous.

London, Feb. 2 (11.38 p. m.)—The war office tonight issued the following statement with reference to the Zeppelin raid on England:

"The utterly inaccurate report in the Berlin official telegram of February 1, which purport to describe the effect of the German air raid on the night of January 31, affords further proof of the fact that the raiders were quite unable to ascertain their position, or shape their course with any degree of certainty.

"A number of cases of injury, mostly slightly, have been reported since the previous figures were issued, and there have been two or three more deaths. The figures now stand as follows:

"Killed—Men, 33; women, 20; children, 2—total, 55.

"Injured—Men, 51; women, 48; children, 2—total, 101—making the total of killed and injured—Men, 84; women, 68; children, 8—a total of 160.

"A church and Congregational chapel were badly damaged, and a parish man's house was wrecked. Fourteen houses were demolished, and a great number damaged less seriously, by doors, windows, etc. being blown out. Some damage, not very serious, was caused to railway property in two places.

"Only two factories, neither being of military importance, and a brewery, were badly damaged, and two or three other factories were damaged slightly.

"The total number of bombs discovered up to the present exceeds three hundred. Many of them fell in rural places, where no damage was caused at all."

FURTHER GAINS FOR THE BRITISH IN WEST AFRICA

Col. Haywood's Column Takes Nkan and Links up With the French Forces at Ambam—Allied Artillery Continues its Destructive Work Against Enemy's Positions on Western Front.

London, Feb. 2, 8 p. m.—The following official communication was issued tonight regarding operations in West Africa:

"General Doherty, telegraphing from West Africa Feb. 1, reports that Daing was occupied by Col. Haywood's column Jan. 25, with slight loss, and that after defeating the enemy in another engagement, two days later, Col. Haywood occupied Nkan. This column is in touch with the French troops who are at Ambam.

"Another British column, under Col. Coles, occupied Lolodorf, Jan. 28.

"Large enemy convoys continue to pass into Muni, Spanish Guinea."

A British official communication, dealing with the operations in East Africa, made public here tonight, says: "A report received from Gen. Sir Horace L. Smith-Dorrien states that the small post of Kasigau, which was occupied by the enemy Dec. 6 has now been abandoned by the enemy."

I.C.R. SHOWS NET SURPLUS OF \$42,965

Ottawa, Feb. 2.—(Via leased wire)—Canada spent nearly twenty-five million dollars during the last fiscal year on capital account for government railway construction, and permanent improvements, and five and one-half millions on canals, bringing the capital account for railways up to \$32,947,600, and for canals \$11,242,000. Returns in revenue last year were \$42,965 net surplus on Intercolonial Railway's operations, and \$236,277 from hydraulic and other works along canals. These are some of the interesting statistics contained in the annual report of the Department of Railways and Canals tabled in the Commons today.

During the year \$9,831,852 was expended on capital account for the National Transcontinental Railway, and \$2,816,396 for the Quebec bridge, bringing the total expenditure on these undertakings, exclusive of interest charges, up to \$12,648,248 for the National Transcontinental and \$8,198,748 for the Quebec bridge.

The Intercolonial Railway operations for the year show a small surplus of \$42,965. Gross earnings for the year amounted to \$11,444,873, a decrease of \$1,453,615, as compared with the preceding year, due largely to the restriction of business consequent on the war. On the Prince Edward Island Railway there was a deficit of \$182,731.

On the small portion of the National Transcontinental put into operation

INDEPENDENCE FOR THE PHILIPPINES WITHIN FOUR YEARS

Washington, Feb. 2.—A definite policy, contemplating Philippine independence within four years, was approved by the Senate today, Vice-President Marshall casting the deciding vote in favor of the Clarke amendment to the Philippine bill directing the President to withdraw American sovereignty within a four-year period. The vote was 41 to 41. An effort to re-commit the bill was defeated, and final action on the measure, which has not yet passed the House, was deferred until tomorrow.

Administration Senators, in supporting the Clarke amendment, maintaining that some such definite provision was necessary to square with the independence declaration in the Baltimore platform.

President Wilson has made no public comment on the proposed amendment, but Senators who had discussed it with him let it be known he was not opposed to it. Chairman Hitchcock, of the Philippine committee, opposed the amendment and was supported by eleven other Democrats. Five Republicans voted for the amendment.

By the terms of the amendment provision is made for extension of time for granting independence, if the President should deem it advisable, until congress shall have had an opportunity further to consider the subject.

BOARD OF TRADE DELEGATION IS WELL PLEASED

In official statement given out at Ottawa say Hon. Mr. Hazen alive to local situation and working earnestly in interests of port.

Special to The Standard.

Ottawa, Feb. 2.—The following official report of their visit to Ottawa was issued today by the five delegates from St. John who interviewed the government yesterday regarding the necessities of the port and harbor of St. John.

"The delegates, by appointment met Hon. Mr. Hazen, and outlined the purpose of their visit, referring to such necessities of the port as the erection of a commodious elevator in connection with the government railway, the extension of the Negrotown Breakwater to Partridge Island, the early completion of the West Side piers now under construction with the necessary warehouses thereon, the acceleration of work at Courtenay Bay with an early connection with the Transcontinental via the Valley Railway.

"The delegation explained that while the Board of Trade was greatly pleased with what the government, through Hon. Mr. Hazen, had done for the port, and while it was conscious that he was fully alive to the local situation, and was doing all that he could to meet it, yet it felt that the minister's hands would be strengthened if the delegation could

REPRISALS DEMANDED

The sentiment in favor of reprisals in kind is increasing rapidly. The belief is growing that the air raids have not only military objects, and are not aimed at any military bases, but are intended to be indiscriminate attacks for the purpose of terrorizing England. Moreover, experts declare that Zeppelins could not attempt to find any definite targets at the height from which they now drop bombs, even if they wished to.

Newspapers which heretofore were opposed to reprisals, as unworthy British methods, declared today in favor of carrying the same kind of warfare into the enemy country, if necessary to protect the women and children.

Pitiful stories of mangled women, children and old men, which every one hears, are kindling heroic anger, and are commented upon by the newspapers as the strongest deterrent to any peace talk which the entire war has produced. The Daily Telegraph says: "As a fighting nation we are no weaker than we were before the Germans set out on their voyage across the North Sea, but we are more determined. We cannot forget or forgive the suffering and sorrow which have been spread far and wide."

The Westminster Gazette says: "The next visitation may take any form of us and leave us and our families mangled corpses under the ruins of our own houses. But in all the months these things have been going on, the Zeppelins between them have killed one-fourth the number who were drowned on the Lusitania, or as many as would be carried off by comparatively mild epidemics in a moderate sized town."

"Assuming that the Zeppelins came in the largest number ever suggested, and that they killed a thousand, two thousand, or three thousand people, the risk to our daily life will be inconsiderable and very little greater than was added to the walking abroad in the streets when motor cars were first introduced."

The Daily Chronicle, heretofore

The boys in the trenches have written they would not consider themselves worthy of the inheritance of free-born men if they were not there. What have you to say about yourself?

MAJ. MCKEAN BEST MAN AT MILITARY WEDDING IN ENGLAND.

London, Feb. 2 (Montreal Gazette)

The marriage was celebrated at Newton Church, Folkestone, today of Lieut. C. Heathcote Graham, of Ottawa, of the 2nd Divisional Train, to Miss Dorothy Buckwell. The bride's father, who is vicar of the parish, performed the ceremony. Major F. McKean acted as best man, while many Canadian officers were present, including General and Mrs. Steele and General and Mrs. MacDougall. The bride was secretary of the Beachborough Park Hospital.

DUG TUNNEL WITH HANDS TO ESCAPE PRISON CAMP

These four German reservists were prisoners of war in a British detention camp at Amherst, Nova Scotia, for eighteen months. Two or three hours each night they slowly dug a tunnel underground, taking out a handful of dirt at a time and hiding it. Then, their task completed, they made their dash for freedom in the United States. Twelve of them made the attempt on a wild, stormy night. Seven of them were captured and one is supposed to be in the woods in the State of Maine. The four shown in the picture are now free men at their old homes in New York.

