

THE WEATHER.  
Warfines—Moderate to fresh  
southwest and west winds, some  
showers, but mostly fair.

# The St. John Standard

NEW BRUNSWICK, CANADA.

OPERA HOUSE  
TODAY MATINEE 2:15  
"BRITAIN PREPARED"

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## ANOTHER ST. JOHN MAN WINS GLORY ON BATTLEFIELD; FRENCH MAKE IMPORTANT GAINS ON VERDUN FRONT

### BRILLIANT ATTACK BY FRENCH FORCES GERMANS TO QUIT SEVERAL OF THEIR TRENCHES

No fighting of great importance is reported from any of the battle fronts. On the sector of Le Mort Homme, northeast of Verdun, the French have taken additional German positions on a brilliantly executed attack, and captured, in the operation, about a hundred prisoners and four machine guns. On the remainder of the front in France and Belgium nothing but artillery duels have been in progress. Paris, May 3.—The official communication issued by the war office to-night reads:

"West of the Meuse there was a violent bombardment in the sector of Avocourt. Toward the end of the afternoon our troops, by a brilliant assault, captured German positions northwest of Le Mort Homme. We took about a hundred prisoners and four machine guns.

"On the rest of the front the artillery activity was intermittent."

The Belgian official communication reads:

"Artillery duels continued all the night in the region of Dixmude, and were resumed with violence this morning. The bombardment lost its intensity this afternoon. There is nothing to report on the rest of the front."

On British Front.

London, May 4.—The following official communication was issued late last night:

"Nothing of importance has happened in the past 24 hours. The operations on both sides have been confined to artillery actions, some of them light and some heavy, together with a little mining activity. Today we saw up the three miles east of Soches, and at the same time bombarded enemy trenches in that vicinity.

"There also have been fairly heavy bombardments by both sides from St. Omer to the south of it on a front of about 1,000 yards and also westward of Angres.

"Yesterday our aircraft carried out a considerable amount of work, in spite of the thundery weather. Few hostile craft were seen."

### G. T. P. HAS REACHED END OF ITS TETHER

Ottawa, May 3.—Voluminous correspondence and official documents relating to the application of the Canadian Northern and G. T. P. for a temporary financial aid which the government has agreed to give were tabled in the commons this afternoon by Sir Thomas White and forthwith sent to the king's printer to be printed and then circulated among the members.

A portion of the return which was made available from the printing bureau last night contains a very important letter to the prime minister under date of December 10th last from London by Alfred W. Smithers, chairman of the Board of Directors of the G. T. P. Company. Mr. Smithers intimates in the letter that the government will have to assume the liabilities of the G. T. P. Company, which will have to turn over to the government the whole of the former road. "We are now at the end of our tether with regard to G. T. P. finances," says Mr. Smithers. Advances by the G. T. P. Company at the end of February of this year totalled \$26,175,728 and notes held covering the advances amounted to only \$24,234,016.

"Under present circumstances," writes Mr. Smithers, "it is quite impossible for the G. T. P. Company to meet the extra liabilities arising from the G. T. P. Railway. Again Mr. Smithers writes:

"It is an inexplicably bitter disappointment to the board and myself to have to think of giving up the Grand Trunk Pacific Railway, but it is the first duty to make every sacrifice to save the numerous present investors in England who, in perfect good faith have contributed the many millions which have built the G. T. P. Railway at the very moderate rate of interest of a little over four per cent."

### INTERESTS OF PROVINCE BEST SERVED BY VALLEY RAILWAY FOLLOWING WEST SIDE ROUTE

#### Hon. Mr. Hazen in House of Commons Deals Effectively with Objections Made to Western Route and Shows Connection with Courtenay Bay Docks Perfectly Feasible.

Ottawa, May 3.—Discussing the new legislation regarding the St. John Valley Railway in the House today Hon. J. D. Hazen pointed out that without a dissenting voice the members of the legislature had expressed the opinion that the agreement was in the interests of the province of New Brunswick. "I am satisfied," he said, "that it appeals to the good sense of the people of St. John and the province."

"Mr. Pugsley tells us the opinion of Mr. Hays—and no doubt he tells it correctly—but at that time it was believed that the Grand Trunk Pacific would operate this road and before the representatives of the G. T. P. had to have very great weight with the government of the day.

"Today the Grand Trunk Pacific runs through the centre of New Brunswick, from Edmundston via Grand Falls to Moncton. At McElroy Junction it crosses the Canada Eastern Railway, now owned and operated by the government of Canada. From McElroy Junction over the Canada Eastern, a distance of thirty miles, it runs into Fredericton where it makes connection again with the Canadian Pacific and the St. John Valley Railway and so to the City of St. John. So, at McElroy Junction there is the connection between the Grand Trunk Pacific and the government line of railway which will be operated by the government under the forty and sixty per cent basis, thus furnishing as good a connection with the City of St. John as if it had been made at Grand Falls.

"Now, instead of crossing the St. John River by a bridge, which will cost some \$2,000,000, and also crossing the Kennebecasis over another bridge, then to run over the Intercolonial to St. John, it is proposed to save the expense of the two bridges and to build the road from Gasquet down the valley of the River St. John to a point in the neighborhood of Westfield—and I may say that survey parties are at present at work to ascertain where the best and least expensive line can be made—and there at present to obtain running rights over the line of the Canadian Pacific Railway and into the city of St. John and into West St. John. As I have said, it cannot make much difference to the city of St. John whether the road follows the east or the west side of the river, so long as connection is afforded with the new harbor on Courtenay Bay, and that is what this line is intended to do. It is intended to build, if necessary, a new line from Westfield to St. John, a bridge across the river, and a tunnel under a portion of the city of St. John to reach the present St. John station, and on to Courtenay Bay, where the new terminals are being constructed.

Important to Have Both Harbors Linked Up.

"Hon. members familiar with St. John know that there are two harbors, that on the west of the peninsula and that on the east, known as Courtenay Bay, which is now being developed. The business today is being done largely over the lines of the Canadian Pacific Railway to the harbor and wharves which are situated on the western side. It seems to me there is an enormous advantage in having these harbors linked together by a railway bridge owned by the government, and by having a line of rail which will go from the eastern side of the river and afford access at any time to the docks on Courtenay Bay, making it possible for the traffic of the Intercolonial, which come in on the east side to cross that bridge and have access to the wharves on the west side and, instead of having two separate harbors, they should be linked up by a bridge and railway in the way proposed. That can do no harm

### Capt. Eric McDonald's Brave Act Brought Disaster to Huns and Wins British General's Praise

London, May 3.—(Montreal Gazette Cable)—Captain Eric MacDonald, son of Rev. Captain MacDonald, of St. John, N. B., chaplain in London, is home on leave from the front. For daring work performed recently, he received the congratulations of his general. Under cover of darkness, Captain MacDonald crept to a barbed wire entanglement where German patrols were due and arranged a trap which blew up the patrols when they reached the spot.

Lt. Col. J. M. Almond, of Montreal, assistant director of Canadian chaplains at the front, is in London for a few days. He speaks well of the facilities granted by the G. O. C. officers and others for his work at the front.

### CHIEF SECRETARY FOR IRELAND QUITS CABINET

London, May 3, 3:10 p. m.—Augusta Birrell, chief secretary for Ireland, has resigned.

Mr. Birrell indicated his resignation from the cabinet by taking the corner seat behind the treasury benches when he entered the House of Commons this afternoon.

Laurence O'Neill, member for the north division of Westmeath, who is classed as a Nationalist, but follows the leadership of no party, greeted the announcement of the Premier that some of the leaders of the Irish rebellion had been shot with the cry of "Huns." For some minutes he prevented Mr. Birrell from making a personal statement and gave notice that he would move a resolution calling attention to the shooting of "innocent men" by the Hunnish government.

Birrell's Statement.

Mr. Birrell, when he got a hearing, said he would have an opportunity, as a private member, of taking part in the debate on the Irish rising.

He candidly admitted that he had made an untrue estimate of the Sinn Féin movement, and the possibility of disturbances such as had occurred in Dublin, especially in respect to the mode of warfare which had been pursued and the desperate folly displayed by the leaders and their dupes. There, at the moment, he learned from General Sir John Maxwell that the Irish rebellion had been quelled, he placed his resignation in the hands of the Prime Minister and it had been accepted.

He wished to say to his critics that the error, which he acknowledged, and which had been of great and terrible consequences, had not proceeded from any lack of thought, consideration or anxiety. From the outbreak of the war he took it to be only his duty to maintain unbroken and unimpaired, if possible, the position of Ireland as a whole to the common foe. In that hope and aim he had been gallantly assisted by Mr. Redmond. He thought of nothing else, cared for nothing else, wished for nothing else.

It had been said in the House, continued the former secretary, that Ireland was to be the bright spot in the Empire in the hour of the country's dire necessity. He hoped it might even yet still be said to be so. He was well aware that the difficulties were great, and the ice thin. But he considered it to be his duty to run great risks, in order to maintain in Ireland herself and in the face of Europe, a picture of unbroken unanimity within the boundaries of her soil.

Mr. Birrell said when he viewed the smoking ruins of Dublin, and the ruins of his own ambitions, that there was one sad hope in his heart that this was no Irish rebellion, and that new bonds of union might be forged. He hoped that some measure of good might come of this great evil.

The prime minister, in making note of Mr. Birrell's statement, said that without prejudging the decision which might ultimately be taken, he was sure the house had heard Mr. Birrell not without emotion and sympathy, and he assured Mr. Birrell that he possessed, in a peculiar degree, the affection of all his colleagues.

Mr. Redmond said that the whole business in Ireland had been to him a misery and a heartache. He paid warm tribute to Mr. Birrell. He felt that he himself had incurred some of the blame which Mr. Birrell had laid at his own door.

The Nationalist leader concurred in the view that the danger of an outbreak was not a real one, and perhaps what he had said in conversation, might have influenced Mr. Birrell.

While approving the vigorous quality of the rebellion, Mr. Redmond begged the government not to show undue harshness to "the great mass of unfortunate dupes involved."

Hungry For News of the War.

Dublin, May 2, via London, May 3.—The people of Dublin were permitted to move about the city freely today for the first time since the uprising, and crowds came out to view the ruins caused by the rebels. Passes are still required to go through the military cordons in certain parts of the city, however, and examination posts have been established on all roads leading from Dublin. At these points automobiles and trains are searched for arms. Persons who intend to take passage on trains are scrutinized before they enter the stations. Only the Dublin, Belfast, Kingstown and Greenock stations are open for the embarkation of passengers.

It is said that rebels, whose cases are such a nature that they can be disposed of at once, are being tried by court under the Defence of the Realm Act. Others who cannot be dealt with immediately are being sent to England.

No reliable news of the war has reached Ireland for ten days, and incoming travellers are besought for the loan of newspapers, which pass from hand to hand. Motor cars in the rural districts are being literally held up by peaceable citizens who ask for newspapers. In the time of Ireland's isolation the rebels have circulated the numbers of the "Irish Volunteer" and the "Irish Citizen" concerning the progress of the war.

### AMHERST MEETING VOTES DOWN DAYLIGHT SAVING SCHEME

Special to The Standard.

Amherst, May 3.—Many petitions have been received by the town council in respect to the adoption of the daylight saving scheme in the town of Amherst which was turned down by the council a few days ago, a further meeting of the citizens being called for this evening at eight o'clock in the assembly hall, Acadia street school, where about 400 men attended. After several strong discussions by the different citizens of the town a standing vote was taken and the daylight scheme was voted down, 3 to 1 for the second time in the town of Amherst. Mayor Moffatt presided.

### CASUALTIES

Ottawa, May 3.—The casualty lists issued today include the names of the following Maritime Province men:

Infantry.

Suffering from shock—Major Henry John Hughes, Halifax, N. S. Wounded—Herbert Brown, Halifax, N. S. James Lester Doncaster, Halifax, N. S.

### GERMAN REPLY WILL LIKELY BE HANDED TO GERARD TODAY

Berlin, May 3, via wireless to Bayville.—The German reply to the American note on submarine warfare may be expected momentarily. It now appears, however, that Thursday may be the day on which it will be handed to the American embassy.

Leaves It To Wilson.

Berlin, May 2, via London, May 3.—The German reply to the American note will not decide whether a breach will come between the United States and Germany, according to the Koelnische Volks Zeitung. The decision, this newspaper says, will rest entirely with President Wilson, depending upon the answer he is expected to make to the German note.

The Volks Zeitung asserts the basic principles of the German communication have been decided upon, and that the question now is whether President Wilson will accept Germany's proposals as satisfactory, or whether he desires "war at any price."

Spain Takes Same Stand as U. S.

Paris, May 3.—The Spanish government, says a despatch to the Temps from Madrid, is disposed to support the policy of the United States regarding submarine warfare, and if America asks neutral powers in general to safeguard their rights Spain is willing to subscribe to a general understanding, with a view to preventing Germany from continuing the form of submarine warfare she heretofore has followed.

### ZEPPELIN DESTROYED OFF NORWAY

Part of the Crew Rescued by a Torpedo Boat.

AIR RAIDER DROPS BOMBS ON DEAL, ENGL.

Hundred Bombs Dropped and 36 Casualties in Tuesday Night's Air Raid on England and Scotland.

London, May 3.—The Zeppelin L-20 has been completely destroyed and driven ashore on the western side of Hales Firth, Norway, according to advices from Stavanger. Some of the crew were rescued.

The Zeppelin L-20 passed north of Sandness about ten o'clock in the morning, says a Reuters despatch from Stavanger. She was flying at a low altitude and was in a damaged condition. Boats put out to their assistance and the commander and one seaman were rescued and taken to a hospital.

The Zeppelin then arose a little and was driven westward, but the bag of the dirigible collapsed in the centre and the airship descended rapidly. A torpedo boat, which had been following along the coast, went to its assistance and rescued three men still in the cabin. A fourth man had jumped out shortly before.

Of the rescued men three officers and two non-commissioned officers were brought ashore; the whereabouts of the rest of the crew is not known.

The Zeppelin was completely destroyed and driven ashore on the western side of the Firth, near its outlet to the sea.

London, May 3.—Deal was visited by a German aeroplane this afternoon, according to an official announcement. Several houses were damaged and one man was injured. The official statement says:

"A hostile aeroplane visited Deal this afternoon, coming from the direction of Ramsgate. It dropped six bombs on the railway station, and several houses were badly damaged. One man badly injured, is at present the only casualty known.

"The aeroplane made off, flying above the clouds. Our aircraft went in pursuit."

Tuesday Night's Raid.

London, May 3, 7:50 p. m.—The Zeppelin air raid on the northeast coast of England and southeast coast of Scotland last night resulted in 36 casualties. This announcement was made officially today. One hundred bombs were dropped.

The text of the statement reads:

"The Zeppelin raid last night covered a considerable extent of the eastern coast. At least five or six airships actually crossed the shore.

"Reports from reliable observers, made at various times during the night, at many points, some as far distant as Rattray Head, Scotland, down to the north coast of Norfolk, would point to the possibility of a greater number of airships having been employed off our coasts. The enemy, however, made only two attempts to penetrate inland.

"About one hundred bombs were dropped, scattered over many localities. The exact number is difficult to give, since a great number of them fell in uninhabited places, and squally into the sea.

"In only one locality did the raiders cause any casualties, or effect much damage. In this case the bombs amounted to 12 explosive and four i-

### DR. LANDRY CONTRADICTS MORRISSY

In his letter of resignation Hon. John Morrisey stated that Hon. Dr. Landry had told him that Hon. J. A. Murray had said that the books of the province were being kept open, waiting for a refund of \$10,000 from B. Frank Smith re parties' stations and that Hon. Mr. Murray had also said: "For God's sake don't tell Morrisey." Last night The Standard got in touch with Hon. Dr. Landry by long distance phone and asked him about the matter. His answer was: "The conversation as reported by Mr. Morrisey never took place."

Mr. Morrisey also said that Dr. Landry had asked the in Kent county was not the custom for the road foremen and supervisors to "kiss the book" when swearing to their accounts. To this Dr. Landry said: "The statement as reported by Mr. Morrisey never was made."

### SAYS CANADIANS DO NOT REALIZE ACUTENESS OF SHIPPING PROBLEM

London, May 3.—(Montreal Gazette cable)—Discussing the shipping question, Mr. W. L. Griffith, secretary to the high commissioner, informed the Gazette that the majority of Canadians seemed to have difficulty in realizing the acuteness of the problem. As the result of a conference he has had with the Board of Trade, some relief for Canadian shipping has been devised, but the board were rigidly adhering to the restriction of imports. Mr. Griffith stated that an important order which is being placed by the war office will result to the benefit of Ontario, and will be shipped from Montreal.

...and, eighteen houses were damaged. The casualties totalled six men—one of them a soldier—and three women killed, and nineteen men, including three soldiers and eight women injured—a total of thirty-six.

"The remaining seventy odd bombs occasioned only two casualties, one soldier and one child slightly injured. "The damage effected on a storehouse and few cottages was mostly broken glass.

"The raiders only twice came within range of any anti-aircraft artillery. On both occasions they retreated out of range without delay."