

PATRICIA'S AGAIN DISMISSED HERSELF FROM FIRING LINE; CAPTURED GERMAN TRENCH

Report From Sir John French Tells of Canadian Regiment's Brilliant Work in France—Charged Enemy, Killing Eleven Men, and Captured Trench Which They Blew up.

London, March 2.—The following report from the headquarters of Sir John French, commander of the British forces in the field, was given out today by the official information bureau:

"The enemy's activities in the neighborhood of Ypres, reported in the last communications, have been checked. During the last three nights patrols which have been active in front of our trenches have found that the enemy has not ventured to leave his lines.

"Early this morning—March 1—an attack preceded by a heavy bombardment on a portion of our line, was successfully repulsed. On our left a party of Princess Patricia's Canadian Light Infantry captured a German trench with great dash. After killing eleven of the occupants and driving off the remainder, they succeeded in blowing up the trench. Our losses were trifling.

"On our right, near La Bassee, we gained ground steadily by skillful trench work, and in this zone we obtained complete mastery over the enemy's snipers and in consequence our casualties were greatly reduced.

"On several positions along our front our artillery forced the enemy's batteries to change position and increased the ascendancy over the opposing guns which has been observable for some time past."

Budget Debate Resumed Yesterday

(Continued from page 1)

Ottawa, March 2.—The official "eye witness" has been appointed for the Canadian troops in the House of Commons today. Sir Robert Borden replied to an enquiry by Mr. Graham as to whether or not Mr. J. J. Carrick, the member for Rainy River and Thunder Bay, had been appointed by the government to assist Sir Max Aitkins, the official eye-witness with the Canadian troops.

"So far as I am aware," said the Premier, "there has been no person appointed by this government as eye-witness. Sir Max Aitkins was appointed to do certain work in the Record Office. Mr. Carrick was Honorary Colonel of his own regiment. His offer of his services in any capacity in the war, and was forwarded to be used as the War Office saw fit."

Mr. Pugsley asked if the government had received any complaints from members of the battalion commanded by Lt. Col. Harry MacLeod, M. P., as to the disposition made of troops.

The Prime Minister said that possibly communications had been received in Canada, but such communications, he thought, would be regarded as confidential. The Canadian troops were now part of the Imperial force and would necessarily be subject to military disposition by the War Office. The government might, he thought, take action on some questions by way of suggestion, but any effort to establish a dual control would be inadvisable, and might have unfortunate results.

Gen. Hughes added that the selection of base details, which he had heard and sent forward to fill up vacancies in the contingent at the front, had been left entirely in the hands of the War Office. The Minister of Militia had no doubt that the men left behind were the best of the contingent, and that they were being sent to the fighting line. Some, however, had to be left behind.

The Prime Minister, replying to Mr. Kyle (Richmond), said that the government had received from the War Office no information confirmatory of the press report of the disbanding of the Seventeenth Battalion, Nova Scotia Highlanders, and the removal of Col. Struen Robertson of his command. Sir Robert understood that 600 or 700 men from Nova Scotia had been left in England with other battalions to be used as reinforcements. Some Nova Scotia men had already gone to the front as reinforcements for the Princess Patricia's Regiment, and some to reinforce some of the Highlander Regiments.

Mr. Graham, Gen. Hughes said that Col. R. H. Labatt had undergone a serious operation, but that no information had been received to the effect that he had resigned his command with the expeditionary force.

Dr. Pugsley in resuming his speech on the budget, appeared in the part of commentator upon the speech of Mr. A. K. McLean of Halifax, the finance critic of the opposition. He explained that Mr. MacLean had not intended to urge that all expenditures of public works should cease. The member for Halifax had merely argued that expenditures should "slow down a little" in order that additional taxation would not be necessary. Mr. Pugsley said he had already explained this to the people in St. John, telling them that it was not proposed to stop works there, but to go ahead with them as rapidly as was commensurate with war circumstances.

"For use in the war," interjected Hon. J. D. Hazen.

Mr. Pugsley said that the estimates for public buildings contained many re-visions, indicating that the government proposed to go on with buildings proposed before the war.

Mr. Hazen asked him what meaning he attached to the statement of Mr. MacLean that "instead of asking for \$20,000,000 for public works, the government had asked for \$10,000,000 or less, and if need be, they might have wiped out altogether expenditures for public works for the next fiscal year."

Mr. Pugsley replied that in suggesting a reduction of \$10,000,000 Mr. MacLean had been referring to expenditures on current account. Constructed

EYE-WITNESS DESCRIBES FIGHT OFF THE FAULKLANDS

Capt. Eagles, Native of Nova Scotia, Whose Ship Was Captured by Enemy, Saw British Squadron Defeat Von Spee's Sea Fighters.

Boston, March 1.—How the four-masted bark Drummuir, American owned but sailing under the British flag, was captured off Cape Horn by the Admiral von Spee of the German navy, looted of its entire cargo and then sunk by the orders of the German Admiral, was told yesterday by Capt. James C. Eagles of Oakland, Calif., master of the Drummuir, who left Boston for California yesterday afternoon after a brief visit to his sister, Mrs. George S. Wyman of Waltham.

After their capture by the Germans, Capt. Eagles and the crew of the Drummuir were taken on board the German supply ship Seydlitz, the only German vessel which escaped unhurt in the battle of the Falkland Islands with the fleet of the British Admiral Sturdee, of which they were eyewitnesses.

As for the Seydlitz, delivered as well as flanker, she went further up the coast and interned at Bahia Blanca, Argentina, where there is quite a German settlement, and she is still there. Capt. Eagles, who was with her when she was captured, said that the crew were landed at San Antonio, Patagonia, where money was cabled them from San Francisco. The captain has made his way north from San Francisco, and his relatives here, started yesterday for California to report the loss of the Drummuir in detail to her owners, Hind, Rolph & Co., of San Francisco, of which city Mr. Rolph is now Mayor.

Captured by the Leipsic.

Capt. Eagles was born in Wolfville, N. S., and has followed the sea all his life. He has a brother, Frank Eagles, in Dorchester, and another brother, Ernest Eagles, in Wolfville. His son, Philip Eagles, was with him when captured by the Germans.

Capt. Eagles related the story of his adventures to a Globe reporter yesterday afternoon on the train between Boston and Worcester, the first leg of his transatlantic journey. This is the first account of his adventures he has given any American or English newspaper. The Drummuir, he explained, sailed from Swansea, Eng., on Dec. 21, 1914, for San Francisco, with a cargo of 2,788 tons of coal.

"On Dec. 2, at 3 p. m.," he said, "when 20 miles southwest of Staten Island, near Cape Horn, we sighted a ship steaming toward us. It was the German man-of-war Leipsic. She signalled us to show our flag and name, and then ordered me to full all sail.

"I did not full sail, however, but turned on the searchlight, checking her way."

"The captain of the Leipsic sent an armed boat with officers and 40 men to board us."

people of Canada were humiliated because they were not able to assist the mother country by sending battleships to join the Imperial fleet.

"The present time would result in the throwing of thousands of men out of work at a time when the government should be endeavoring to provide employment for them, and foretell of renewed prosperity at the termination of the present struggle in Europe.

Mr. Gauthier, of St. Hyacinthe, contented with seeking to embarrass the government in dealing with the war situation, since it had shown its readiness to pass the public debt, but it did not wish to bear responsibility for the proposed increases in taxes. Mr. Stewart Scott, the recently elected member for South Waterloo, followed.

Mr. Scott believed that, as far as business was concerned, the government would learn a great deal from Germany. He concluded with the statement that after the war Great Britain would probably have to adopt a customs tariff, and that it would be Canada's duty to obtain a preference in that market when the time came.

Mr. E. W. Nesbitt, of South Oxford, attacked the construction of the Hudson Bay Railway and also opposed work on the Trent Valley Canal at this time, and the Georgian Bay Canal work.

Criminal To Stop All Public Works.

Mr. H. H. Stevens, of Vancouver, the last speaker of the day, declared that for the government to close down its programme of public works, as already undertaken, would be nothing but a crime. The war, he said, and not the government, was responsible for the general industrial and financial depression, and he instanced the fact that not less than five C. P. R. steamers running out of Vancouver had been taken over by the Admiralty. Tonnage on the Pacific coast was so scarce that freight rates were now doubled.

The debate will be continued tomorrow.

The Senate today adopted the resolution continuing in effect the financial measures for war proclaimed by the government after parliament had passed special legislation at the August session. The resolution was moved by Hon. Mr. Lougheed, who explained that under the law the amendments would lapse if not confirmed by parliament at the next session after they had been put into effect. He stated that under the authority contained in the resolution the banks had borrowed \$12,000,000, had repaid \$4,500,000 and still owed \$7,500,000, which they paid five per cent. interest, and which the government would obtain by calling for it.

SERVICES ON FREDERICTON-GAGETOWN SECTION OF THE VALLEY RAILWAY WAS AUSPICIOUSLY INAUGURATED YESTERDAY

Special to The Standard, Fredericton, N. B., March 2.—Train services on Fredericton and Gagetown sections of St. John Valley Railway was inaugurated today with a mixed train making two round trips, one in the morning and the other in the afternoon. A surprisingly good business offered for the first day and it is freely predicted that there will be sufficient traffic at an early date to warrant probably a tri-weekly service at least, that at present being weekly for Tuesdays only.

A number of I. C. R. officials, including District Freight Agent A. J. Gray and District Passenger Agent Condon, as well as Inspector A. J. Gross of the railway mail service, and H. W. Woods, M. L. A., were among those making the trip over the line. All expressed themselves as much pleased with the character of the railway and opportunities for developing a profitable traffic.

Hon. Dr. Landry and Hon. J. A. Murray arrived this evening from their homes for the meeting of the provincial government which is to open here tomorrow evening.

TURKS SHOW NO SIGNS OF RENEWING THEIR ACTIVITIES AROUND SUEZ CANAL

London, Mar. 2. (8.35 p.m.)—A statement given out by the official press bureau this evening says:

"The following was officially issued at Cairo today:

"Since the last official communication there has been nothing fresh to report. There are no signs of any renewed advance on the part of the Turks.

"Reports from Syria show that there is no likelihood of any famine. Prices of foodstuffs have risen, but stocks are fairly plentiful in most districts. Imported articles naturally are very dear.

"The relations between the Mohammedan and Christian elements continue excellent."

SHIPS MUST BE SOLD BY SOLDIERS WHO UNDER CONTROL SHOT AMERICAN OF COMMISSION POACHERS FREED

London, Mar. 2.—Walter Hines Page, the American Ambassador, today addressed the following letter to Herbert C. Hoover, chairman of the American Commission for Relief in Belgium, explaining the diplomatic conditions under which the commission must work:

"In view of the present maritime conditions about the British Isles, it seems desirable that you should inform all correspondents of the commission and all persons who are kindly contributing to that relief, of the following regulations which are made necessary by the diplomatic conditions under which the commission must do its work. The regulations are:

"First—All foodstuffs must be the absolute property of the commission for the relief of Belgium, and which the distribution of the foodstuffs must be carried out absolutely under the control of the commission, because supplies cannot reach the people through any other channel, and because the governmental guarantee held only with reference to food belonging to the commission.

"I am sure that all well-wishers of the Belgian people will be only too happy to comply with these requirements, as no foodstuffs can be transported otherwise. The efficient organization of the commission and the esteem in which it is held by all the governments concerned, are in themselves sufficient warrant for universal compliance with these regulations."

OPERA HOUSE

Today—2.30 - 8.15

YOUNG-ADAMS COMPANY

"Thorns and Orange Blossoms"

TENNEY and ALLEN "HEVERLY"

And Other Vaudeville

THUR. NIGHT Military Y.M.C. Home Reserved for the 26th Battalion

FRIDAY, "THE B. N. KERS CHILD"

Imperial Theatre Presents Another Success!

This Time by the Thanhouer Co. Headed by Maud Fayley

"MOTHS"

FOUR ACTS

OUIDA'S POWERFUL NOVEL One of the Best Known Fictions Produced in Motion Pictures

A Story of High Society. New Faces, New Effects. Elaborate Settings.

English Woman in Paris. The Buttery Life. Russian Intrigue.

26th Battalion Pictures for Last Time!

One of George Ade's Slang Fables in Film Also

CHARMING ACT - REIDY & CURRIER

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