

## REPORT OF PRESENCE OF FIVE ZEPPELINS OVER DOVER GIVES LONDONIERS A SCARE

### Five Hostile Airships Reported Over Dover Last Night Heading Eastward - Fired On by Guns of Forts and Driven Off - London Police Get Instructions How to Act in Event of Raiders Paying a Visit to the Metropolis.

London, Feb. 1.—Five hostile airships are reported over Dover this evening, travelling east. They were fired at by the forts.

The police of London received orders to prepare for a Zeppelin raid. The occupants of houses were instructed to lower all blinds, and the gas works and electric light stations were notified to be ready to cut off illumination at a moment's notice.

#### DRIVEN OFF BY GUNS FROM FORTS.

London, Feb. 1.—The five hostile airships, according to a telephone message from Dover, were driven off by the gun fire of the forts. They turned and sailed away, apparently not penetrating inland.

#### SUBARINES NEAR DOVER?

London, Feb. 1 (11 p. m.).—A despatch to the Exchange Telegraph Company, from Dover says:

"The harbor batteries opened fire early tonight, while searchlights swept the waters. It is believed that German submarines were the cause of the activity."

#### London Police Get Orders How

London, Feb. 1.—The London police have now received the long-delayed instructions as to their duties in case of an air raid on London. The circular is a rather voluminous document, the more important "instructions" being as follows:

"Any police officer who becomes cognizant of a bomb explosion and so forth, will immediately give an alarm, call the fire brigade, and acquaint the nearest police station by the most rapid means available. If any persons have sustained injury, he will summon medical aid and proceed to render all possible assistance."

"The officer in charge at a police station, on receipt of information as above, will immediately despatch as many police as possible, some with lamps to the scene, and if medical aid is likely to be required, will summon local doctors and send all available ambulances. He will also ascertain, first, the chief station, and second, surrounding stations, with a view to obtaining aid. If there are any persons injured, he will notify local hospitals and infirmaries. Motor garages and private persons may also be requested to send motor cars."

"The telegraph operators at central office will at once transmit the messages received to Admiralty and War Office, then to the commissioner, assistant commissioners, chief constables, and all stations."

## CRIMINAL TO DRAG STATES INTO THE WAR

### Former Colonial Secretary for Germany Says—Denies that he Suggested that U. S. and German Fleets Join Forces Against England.

Minneapolis, Feb. 1.—That any idea of involving the United States in the present European war would be "quite criminal, and every well-wisher of this country should be entirely foreign to that idea," was the assertion made tonight by Dr. Dernburg, former Colonial Secretary of the German Empire, who was guest of honor at a banquet given by the Germanic Society of Minnesota.

This statement was brought forth by published reports, quoting from Dr. Dernburg's address before the Civic Association here today to the effect that the combined fleets of the United States and Germany could curb Great Britain in her "arrogant policy" of controlling the seas. In reference to this, Dr. Dernburg issued the following statement:

"There is no truth in the statement purporting to come from me that I had asked United States aid for freeing ocean traffic through the combining of the fleets of the United States and Germany. What I said was that Germany was engaged in a fight over Great Britain's control of the seven seas; a topic in which the United States also is interested. But I never suggested, nor hinted, that the United States should be dragged into this war."

#### KILBANE DEFEATS KANSAS.

Buffalo, Feb. 1.—Johnny Kilbane, of Cleveland, featherweight champion, outboxed here tonight Young Kansas, of Buffalo, in the last three rounds of a ten round bout. Kansas held the champion even for seven rounds, but was outclassed in the closing rounds. Neither fighter suffered much punishment. Kilbane weighed 123; Kansas 123 1/2.

## MERCY SHIP WAS SUNK BY THE GERMANS

### Steamer Sunk by German Submarine Carried New Zealand's Gift to Starving Belgians.

London, Feb. 2 (Gazette cable).—The French Ministry of Marine reports that the explosion which sank the merchant steamer Tokomaru, laden with relief supplies for Belgium, from New Zealand, off Havre, was caused by a German submarine. The ship had a cargo of 97,000 carcasses of mutton, also large quantities of clothing and other gifts from the people of New Zealand for the Belgian refugees, and was sunk, although the Germans are pledged to respect such gifts of mercy. The French press asserts that no warning was given, and that the crew were left to perish, although they were subsequently rescued by French torpedo boats.

## FOOD PRICES ADVANCING IN BERLIN

### Swine Selling for \$24 to \$25—Brewers Boost Cost of Beer.

Berlin, via The Hague, to London, Feb. 1.—The sale of bread under the new regulations opened normally this morning, no measures having been adopted as yet to enforce the rule limiting purchases to two kilograms (about four and a half pounds) per person weekly. The magistrates are still considering what procedure will be followed. Meanwhile there was no rush to buy, and the volunteer supervisors, installed by the trade unions and kept the expected crowds in order found no occupation.

Swine were selling today at 95 to 100 marks (\$24 to \$25) for fifty kilograms, contrasted with 57 marks at the outbreak of the war. The price is expected to show a further rise despite the number ready for slaughter, now that feed has been cut off.

An increase in the price of beer is also looked for. The National Brewers' Association has adopted a resolution to the effect that this is unavoidable, owing to the high cost of labor.

## WALL FELL IN, SEVEN WORKMEN WERE KILLED

Grand Rapids, Mich., Feb. 1.—Seven workmen employed in clearing away the ruins of the Brown and Schler factory building which was destroyed by fire two weeks ago, were killed

## BRYAN DENIES EXISTENCE OF ALLEGED NOTE

### From Great Britain Regarding Pending Ship Purchase Bill.

#### OPPOSITION LEADERS SAY ONE WAS RECEIVED

### Secretary Denies Any Government has Entered a Protest Against Passage of the Bill.

Washington, Feb. 1.—Insistent statements today by Representative Mann and other Republican leaders in the House, that the State Department has in possession a note or letter from Great Britain regarding the pending Ship Purchase Bill brought forth denials from both Majority Leader Underwood and Secretary Bryan. The note was alleged to have been from Sir Edward Grey, declaring the proposed purchase of German or Austrian ships an unneutral act.

When Representative Underwood denied the existence of the talked of note, Representative Mann said he had no doubt of the Majority Leader's sincerity, but was afraid the State Department was not entirely frank with him.

"Information has come to me," said Mr. Mann, "in a way which I think makes it reliable that the State Department not only has had communication on the subject, but that the Department has had a letter on the subject from an official of the British government."

Mr. Underwood repeated his denial when Mr. Mann suggested that the representations might have been made, though "not in writing."

"It might have been a thousand things," replied the Democratic leader.

"The bill pending in the Senate has not one line in it that compels the purchase of a German ship or interned ship of the Allies. It leaves it discretionary with the board to be appointed."

Representative Lenroot of Wisconsin, suggested that Mr. Underwood make other inquiry of the Department, when Representative Cullip informed the House of the formal denial issued by Mr. Bryan. Representative Garner of Texas, asked Mr. Underwood whether the British Ambassador, in discussing the subject, did so on instruction from his government. Mr. Underwood said he did not think it necessary to answer further questions.

In his conference with newspapermen late today Secretary Bryan was asked numerous questions about the alleged note. He was asked if he had discussed the subject involved in the shipping bill "with any representative of any foreign government."

Bryan Non-Committal.

"I am not willing," replied the Secretary, "to discuss with any foreign government, the manner in which the power, if conferred, will be exercised."

The Secretary was asked if any of the foreign governments had presented their views regarding the transfer of ships. He said he did not care to discuss questions that were not connected with this particular proposition and intimated that published reports had associated notes received some time ago on various phases of the ship registry question with an application to the pending bill.

"While you were away," the Secretary was told, "the statement was made that the British Ambassador had said to you that the British government would look upon the transfer of any vessels now interned in American ports—German and Austrian vessels—as an unneutral act."

"Go to the person who gave you that statement and get him to confirm it," suggested Mr. Bryan.

At the British Embassy, Sir Cecil Spring-Rice refused to see newspapermen or discuss the published reports.

Bryan Denies Foreign Nations Protested.

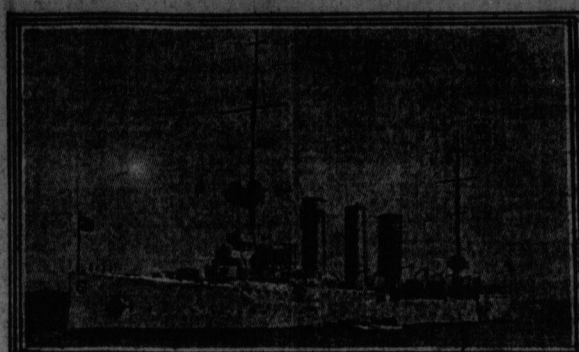
Secretary of State Bryan today formally denied that any government had protested against the bill pending in Congress for the purchase of ships by the United States. Mr. Bryan issued this statement:

"No nation has protested against the passage of the shipping bill, and it is not likely that any nation will, since the bill does not necessarily raise any diplomatic questions. It is not proper for the State Department at this time to discuss the manner in which the authority conferred upon the President and those who will be associated with him, in the matter will be exercised properly, and with a due regard to the nation's welfare."

late today, when one of the walls collapsed.

A dozen other men were caught by flying debris and some of them were seriously injured.

## GERMAN CRUISER SUNK IN NORTH SEA BATTLE.



The German light cruiser Kolberg, all three of whose sister ships have been destroyed by allied war ships since the war began, was sunk in the recent engagement in the North Sea, according to German prisoners from the Blischer, which was also sunk in the engagement. The Kolberg was a vessel of 4,350 tons displacement and carried a crew of 922 officers and men. She was 462 feet long and had a speed of about 24 knots. The cruiser was armed with twelve 4.1-inch guns, four 5-pounders, four machine guns and two torpedo tubes. Her cost was \$1,007,400. She was built during 1908 and 1909. Her sister ships were the Mainz, the Koeln and the Augsburg.

## NO IMPORTANT NEWS FROM WAR THEATRES YESTERDAY

### None of Opposing Armies Able to Deliver Decisive Blow - Fierce Fighting in Carpathians but no Decisive Results - Believed Von Hindenburg Preparing for Another Attack Near Warsaw - Only Artillery Duels in West.

London, Feb. 1.—Special orders issued by the police shortly before eight o'clock tonight caused blinds to be whisked down all over London, and reports spread that five Zeppelin dirigible balloons sighted over Dover, presumably making inland, had been fired on by the forts.

Parts of the city of London waited for more than two hours with blinds drawn, but nothing happened. Inquiries elicited from the police that orders to prepare for an air raid had been issued by the War Office, but whether because aircraft had really been sighted, it was impossible to ascertain.

One message from Dover reported that the raiders had been driven off by the gun fire, but no details were forthcoming.

This flurry served to break the monotony of the news from battle fronts, where none of the armies, either in the east or the west, has been able to deliver a blow sufficient to cause any shift in their alignment.

Shipping Upset After Submarine Scare

The German submarine attacks on British merchant ships continue to be the paramount topic of discussion, and predictions are made that food prices, which are already soaring, will go still higher if many more raids are accomplished. The shipping of the west coast is still somewhat upset, the Dublin Steam Packet Company announcing tonight the temporary abandonment of all sailings with Belfast, Liverpool and Glasgow.

One other Dublin company has also suspended its sailings, but the other schedules are being maintained as usual.

The chief solace Great Britain finds in the German submarine attacks is that the craft thus used cannot take part in the regular naval operations. Out of the confused fighting in the Carpathians, which continues to dominate the military situation, comes nothing in the way of a decisive conflict, and perhaps the most significant news from the eastern theatre is the theory enunciated from Petrograd that Field Marshal Von Hindenburg is planning another general onslaught on the Russian lines west of Warsaw.

Artillery duels almost exclusively have been the measure of the recent fighting in France and Belgium. The German official statement dismisses the western theatre with the terse announcement "nothing to report."

The French record only one infantry attack, to the southeast of Ypres, where they say a German attempt to advance was stopped.

The British parliament will re-assemble tomorrow for consideration of a number of important war-time questions. While no contentious legislation will be debated, the Labor party will press for government action with reference to the increase in the price of food; alien enemy restrictions probably will again be threshed out, and there is likely to be a further request for more information on the recruiting situation.

The newspapers are pointing out the growing unrest in labor circles, and there is a belief in some quarters that this may necessitate action by the government. Fifty thousand miners in West Yorkshire, whose agreement with their employers expires in tonight, are demanding six pence (twelve cents) extra in wages, on the threat of a strike. The Welsh miners also want increased pay and better working conditions, while the railway men contend that their wages are not in keeping with the increased cost of living.

The first thing to be dealt with by Parliament, however, will be finance. The old year will be wound up, and the new estimates discussed.

## OBSERVING THE TRUCE

### Elections by Acclamation in Several Constituencies Yesterday.

Montreal, Feb. 1.—Mr. Joseph Adlard Descares, K. C., ex-M. P. P. of Lachine, was this afternoon elected by acclamation for the vacant Federal seat in Jacques Cartier constituency, succeeding the late Hon. F. D. Monk, Minister of Public Works.

At the nominations for the bye-election in Terrebonne county this afternoon, the name of Mr. Joseph Beaujeu was proposed, in addition to that of Mr. Gideon Rochon, chosen a short time ago at a largely attended Conservative convention.

London, Int'l, Feb. 1.—Mr. Wm. Gray was elected as member of the House of Commons for the city of London at today's nominations in succession to the late Major Thomas Beattie. No other names were submitted.

Prince Albert, Sask., Feb. 1.—Samuel J. Donaldson was elected by acclamation to fill the federal seat of the constituency of Prince Albert, rendered vacant by the elevation of James McKay to the Supreme Court bench. Mr. Donaldson was lately opposition member for the local seat in the Saskatchewan legislature.

Berlin, Ont., Feb. 1.—F. Stewart Scott, Conservative and ex-mayor of Galt, was today elected by acclamation as member for South Waterloo in the House of Commons, to fill the vacancy created by the death of the late member, George A. Clarke.

Moncton, Feb. 1.—At the official nominations for the federal bye-election in the County of Westmorland today, the nomination paper of Mr. A. B. Copp was the only one filed. There were about twenty-five or thirty people present when the nominations closed at two o'clock. Mr. Copp on being declared elected briefly returned thanks for the honor, which had been done him.

## IRON CROSS FOR HEAD OF KRUPP FIRM

Berlin, via London, Feb. 2.—Emperor William today personally conferred the Iron Cross, First Class, on Dr. Gustave Krupp Von Bohlenund Halbach, head of the Krupp Iron Works.

Count Von Bernstorff, son of the German Ambassador to the United States, also has been awarded the Iron Cross.

## MEMBERS ARRIVE FOR OPENING OF SESSION

### All Cabinet Members, Except Sir George Perley, Will be at Capital for Opening—Spectacular Ceremonies Will be Dispensed With Owing to the War.

Ottawa, Feb. 1.—The members have begun to gather for the session of parliament which opens on Thursday. All of the cabinet ministers, except General Hughes and Sir Geo. Perley are in the city. General Hughes will return from the west tomorrow and Sir George Perley is in London where he will probably remain until the end of the war.

Speaker Sprague, of the Commons, and Speaker Landry of the Senate, have arrived and most of the government whips are also here, including John Stanfield, the chief whip, and Edgar N. Rhodes, the Nova Scotia whip.

There is a good deal of loud talk on the part of the opposition members who have arrived that they are going to make this a fighting session, that they are going to attack the government's conduct of affairs since the opening of the war. They state that they will affirm the righteousness of the cause of the Allies, and declare that the government of Canada, carried out the will of the people by determining to see this thing through with all the resources of the Dominion at the back of the Allies, but they also state that the Minister of Militia and the members of the government generally will be taken to task for what they aver has been maladministration. Tall talk at this time need not be taken seriously, General Hughes and Hon. J. D. Hazen in command of the militia and naval service departments, respectively, are well able to take care of themselves and the part they have played in the great war, but beyond that there is the absolute certainty that the opposition will not do anything which would render a general election imperative. Any unfair attack by the Liberals would put the government in the position of being forced to go to the country for an endorsement by the people of its policy. Whether it will be a long or a short session is difficult to say. Some of the members expect that it will be over by Easter; others think this is not possible. The opening ceremonies will not be so spectacular as usual. The bright uniforms of times of peace will for the most part be replaced by the sombre khaki of active service. There will be no drawing room or state ball. The most important feature of the opening proceedings will be the moving of the address. A loyal German-Canadian, W. G. Wetzel, the Conservative member for North Waterloo, will move the address and the second will be Honoré Achim, the French-Canadian Conservative member for Labelle. An interesting sidelight upon this is that Mr. Wetzel was the conqueror of Hon. MacKenzie King, the anti-navy speaker and member for North Waterloo, while Mr. Achim is the successor of Henri Bourassa, the anti-Britisher in Labelle.

## DACIA'S CARGO WILL BE FORWARDED TO ROTTERDAM AT EXPENSE OF BRITISH GOVERNMENT

### Steamer Will Unquestionably be Taken Captive to English Port if Caught—London Skeptical About Value of Von Bernstorff's Guarantee that Wilhelmina's Cargo Will Not be Used for German Army.

London, Feb. 1.—The Commission for Relief in Belgium has received no reply to its offer to purchase the cargo of the American steamship Wilhelmina, thus diverting her from Hamburg, and avoiding an international incident which is believed here to be inevitable if the vessel tries to reach Germany with her cargo of foodstuffs. The announcement from Washington that Count Von Bernstorff, the German Ambassador to the United States, will guarantee that the cargo will be used only for civilians in Germany has not influenced the British government. Officials at the British Foreign Office say they are unable to understand what valid guarantee Ambassador Bernstorff could give, in view of the German decree placing all foodstuffs in Germany under government control.

If not purchased by the Relief Commission the Wilhelmina doubtless will be conducted to an English port, where her cargo, officials say, will be taken over and paid for by the government.

The announcement that the former Hamburg-American line steamship Dacia had sailed from Galveston with a cargo of cotton for Germany caused much comment in London, where it was generally believed that the Dacia incident had been closed.

Grasping that the Dacia tries to reach Rotterdam she unquestionably will be taken by British warships into an English port, where her cargo of cotton immediately will be reloaded on a waiting vessel. It will then be sent promptly to Rotterdam at the expense of the British government, thus preventing loss to her owners.

It is the general impression here that the Dacia is certain to go into a prize court to test the validity of her transfer from German to American registry.

## SPLIT IN DEMOCRATIC BANKS OVER SHIP PURCHASE BILL

### Pandemonium in U. S. Senate When Nine Democratic Senators Join With Opposing Side in Effort to Have Bill Sent Back to Commerce Committee—Senator From Arkansas Leads Revolt—Party Caucus Called for Today.

Washington, Feb. 1.—Like a bolt from the blue in the Senate late today, nine Democrats joined an alliance with Republicans in an effort to send the government Ship Purchase Bill back to the Commerce Committee. The revolt, an unexpected one as it was sudden, turned in a twinkling an administration advantage into a defensive position, which tonight seemed almost hopeless to many Democratic leaders. Forced to fight for the life of the measure, the Democrats succeeded in adjourning the Senate with the motion to re-commit pending, and a party caucus was called for tomorrow night.

Senator Clarke, of Arkansas, Democrat, and president pro tem of the Senate, revolutionized the situation which has held the Senate in deadlock for many days. He arose while Senator William A. Smith, of Michigan, was concluding a long speech against the shipping bill, and asked him to yield for a motion. The Senator yielded, having learned the nature of the motion to come, and Senator Clarke, introducing his remarks with an appeal for consideration of other legislation, moved to send the pending bill back to committee.

Such pandemonium as followed this development has not been witnessed before.

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