THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, FEBRUARY 20, 1915

CANADIANS WILD BRITISH NAVY BOMBS DROPPED ON IN NO WAY TO **GERMAN BASES ALONG** WITH JOY AS THIDY THE COAST OF BELGIUM BLAME, IS REPLY GO TO THE FRONT

Sir Edward Grev's Answer to the United States Made Public

First Questions After Landing in France Are: "How Far Are We from the Fighting Line?" "Where Are We Going?"-How the Journey from Salisbury Plain Was Made .-- One Party Left on a Route March and Never THE QUESTION Returned----Fooling the Germans---Several Days Spent Aboard Ship----A Fine Body of Men, is the Verdict of High Military Authorities. Foreign Secretary Peints Out That in

The following cable gives the first account of the transport of the Canadian contingent to France, though st of the names and dates have been deleted by the censor. The fact that several days were spent aboard ship icates the precautions that were taken to avoid the planned German submarine attacks.

(Special Cable to The Telegraph--Copyrighted.)

Northern France, Monday-This morning at a little station I witnessed the Canadian contingen moving rapidly forward to join the British army. Hour after hour great military troop trains swept past, distinguishable for nothing save apparently an interminable succession of freight cars and horseboxes.

Then one train stopped. Scores of men jumped on the platform, men in shaggy fur coats with thick fur gloves, grimy from two days and nights in the cars. Scores of questions were poured on me: "Say, where are we?"

"How far are we from the front?"

"Where are we going?"

They were the first Canadian contingent, who had arrived by sea and had been heaped into troe

trains and rushed to the front.

"We are Winnipeg boys," they said. One Manitoban giant again demanded, 'half fiercely: "How far are we from the fighting lines?" A dozen took up the question.

"You're about ----- hours away," I told them.

"Say boys that's great," the giant yelled. Then began a chorus. The soldiers sang, "Ho-hoha-ha-ha-What the ---- De We Care." Two minutes later the train was sweeping out again towards their destination, they shouting, singing, waving greetings, happy that the time of preparation was over and real war beginning.

JOURNEY TO FRANCE A REAL ROMANCE.

So ends one of the most exciting and interesting chapters in the history of the present war. The journey of the Canadian contingent from Salisbury Plain is a real romance. For weeks the Germans had exhausted their resources and their system of espionage to discover the truth about the Canadian movements. They regard the Canadians with special hatred, and had made preparations to "submarine" the Canadian troops while crosing the Channel.

The British authorities met this with an elaborate system of mystification. For weeks innumerable rumors were spread abroad, but no one outside a favored few knew what would happen. Nearly every Canadian soldier believed the contingent would go to ---- and remain there two ' months before taking their place in the fighting line.

"Wait till we strike," said one young member of the mechanical transport staff. "Before leaving the Plain we woke litle Old London up, but that's not a thing to what we'll do to France."

London, Feb. 16-The air wing of the British navy today made another massed attack on the German portion along the Belgian coast, in an effort to destroy or damage the submarine base at Zeebrugge, the guns at Ostend and Middelkerke and the aerodrome at Ghistelles.

According to the official report good results were attained. Forty machines were utilized today. as compared with thirty-four in last week's attack.

BOMBS DROPPED AT STRATEGIC POINTS. **OF FOODSTUFFS**

The official statement concerning the air raid says:

"The air operations of the naval wing against the Bruges, Ostend and Zeebrugge districts were continued this afternoon. Forty aeroplanes and seaplanes bombarded Ostend, Middelkerke, Ghistelles and Zeebrugge.

Germany There is No Clear Division "Bombs were dropped on the heavy batteries situated on the east and west side of Ostend, on Between Those Whom the Govern- gun positions at Middelkerke, on transport wagons on the Ostend-Gistelles road, on the Mole at Zee ment is Responsible for Feeding brugge to widen the breach damaged in former attacks, on the locks at Zeebrugge, on barges outside and Those Whom it is Not-Brit- Blankenberghe and on trawlers outside Zeebrugge.

"Eight French aeroplanes assisted the naval machines by making vigorous attacks on the Chisain's Case Clearly and firmly Set telles aerodrome, thus effectively preventing German aircraft from cutting off our machines. It is reported that good results were obtained.

"Instructions are always issued to confine attacks to points of military importance, and every Washington, Feb. 17-Great Britain's cond and complete reply to the Am- effort is made by the flying officers to avoid dropping bombs on any residential portions of towns." A WELL-PLANNED ATTACK.

28 last asked for an early improving the treatment of American While the British airmen were dropping their bombs on the gun positions, the supply trains and merce by the British fleet, was made barges and the trawlers used in mine-laying and mine-sweeping operations, eight French airmen attacknight by mutual agreen ed the Ghistelles aerodrome, thus preventing the German airmen from making any attempt to cut off een the state department and the

the British machines. The official report makes no mention of the airmen engaged, so it is presumed ritish foreign office. that they all returned safely. The day was bright and clear, conditions being more favorable than last week for a raid.

British foreign office, The note, addressed to Ambassador Page by Sir Edward Grey, under date of Feb. 10, denies that the depression in American industries is due to the activ-ity of the British fleet, and suggests among other causes, the shortage of shipping facilities, the consequent dimu nition of cotton trade and the destruc-tion by submarine mines "faid by the enemy indiscriminately," of many new supervised. Duke of Connaught Gets Word

After giving a lengthy and detailed answer to the charge that American ships and cargoes' were being unduly detained, the communication contains, in its concluding paragraph, the an-nouncement that Great Britain intends to take retaliatory measures against the German submarine campaign against the german submarine campaign against

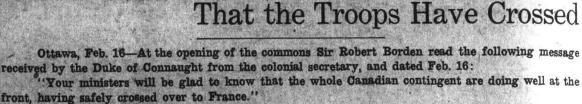
ships, but does not reveal their

Forth.

ompensation are offered in the British rize courts details of which proceedings

conceding that foodstuffs intended for the civil population of a country are not contraband, the British government points out that "In any country in which there exists such' tremendous organiza-tion for war as now obtains in Ger-many, there is no clear division between hose whom the government is remove Conditional Contraband. nose whom the government is respons-le for feeding and those whom it is

"It will still be our endeavor," says the final paragraph, "to avoid injury and "It will still be our endeavor," says the final paragraph, "to avoid injury and less to neutrals, but the announcement by the German government of their in-tention to sink merchant vessels and their cargoes," without verification of their nationality be character, and with-out making any provision for the safety of non-combatant crews, or giving them a chance of saving their lives, has made it necessary for his majesty's govern-ment to consider what measures they should adopt to protect their interests. It is impossible for one bulk ensures the lation. The circ



The announcement was heartily applauded.



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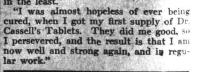
WAN YOUNG man wan in dry goods or teen years' experience and French fluently Address, P. L., care R.F.D. No. 3, Woo

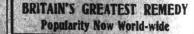
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and Sergenni Major Dee of the Canadian military poiles in London, who indignantly deny alless is believed in series of the Canadian military poiles in London.
believed i series precedents in the back of discipline against Canadians while visiting London.
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The Canadian Indiany police maintain this record is very creditable, considering there have been and to diving the seasch in calu mater, and future for the there are follow, the back of the transition of the canadian back.
The Canadian Indiany police maintain this record is very creditable, considering there have been and to diving the seasch in calu mater, and future for the there are follow, the back of the future follow.
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ber Company were s next sitting.