

TWO MORE STEAMERS, ONE AN AMERICAN, SENT TO THE BOTTOM BY MINES OR SUBMARINES

FIGHTING ALONG WHOLE RUSSIAN FRONT; ENEMY'S ADVANCE CHECKED

Czar's Army Reinforced and in Prepared Positions Offer Strong Resistance to Germans — Long Drawn Out Battle in Carpathians Continues — Fear of German Submarine Blockade Has Grown Less in Great Britain — German People Allowed Only Four Pounds of Bread a Week.

London, Feb. 23.—Another American steamer, the *Carib*, has been destroyed by a mine off the German coast, while a third Norwegian steamer, the *Begon*, has been torpedoed or destroyed by a mine off Dover. In the case of the *Regin* all the crew were saved by British destroyers, and, although not stated in the despatches from Berlin, it is believed that the crew of the *Carib* also escaped.

Thus neutral states continue to be the greatest sufferers from the mine and submarine warfare. As a result of the activity of German submarines, the British Admiralty has announced that the Irish and North Channels have been restricted for navigation from today.

In the case of a few Scandinavian, Dutch and British steamers, the crews have refused to sail where the voyages were to include the war zone, but in each instance substitutes were found. The crew of the British steamer *Dartford*, which has grain for the Belgium Relief Commission, refused to accompany their ship from Falmouth, but men were soon found to take their places.

Observing the trade of the country is going on much as usual, and shipmasters continue to express confidence that the German submarines cannot seriously interfere with commerce. In fact, the threatened blockade, which has had such a small effect thus far, is beginning to give way in the public interest to the military operations, and the bombardment of the Dardanelles forts by the Allied fleet.

It appears from the official report issued by the Admiralty tonight that the continuation of the operations against the Dardanelles has been delayed by unfavorable weather, but there is still no news of the effect of Saturday's bombardment, which was in progress when the first report was published.

On land the Allies in the west have again stayed their offensive, which had as its object the relieving of the pressure on Russia. The belief in military circles here is that Russia has been able to operations at either end of the long line, and that therefore the necessity no longer existed for the Allies to make their effort before they were fully prepared.

Russians Now in Strong Positions in East Prussia.

There has, however, been some fighting near the coast, at Ypres, in the Champagne district, where the French are attempting to push the Germans back from Rheims and relieve that city from the bombardment which it has again undergone, and in the Woëvre and Vosges districts. At none of these points a battle of any dimensions has been fought, although the operations in Alsace, taken as a whole are of considerable importance.

Fighting is going on along virtually the entire Russian front, but the reports of the general staffs give little or no information of the progress of the campaign. The Russians, who have been strongly reinforced since their defeat in East Prussia, have reached their prepared positions between the fortresses of the provinces of Kovno, Vilna and Grodno, and are offering strong resistance to the Germans, who are greatly hampered by the terrible conditions of the roads.

To the south of the lower Vistula the Russians attacked the Germans on the *Rawka* river, but according to the German account they were repulsed. They are also active in Western Galicia, while in the Carpathians the long drawn out battles continue, without either side gaining any definite advantage.

It is reported that the Germans have sent further reinforcements to this region, which is quite likely, because, for political reasons, the Russians must be kept out of Hungary.

The Russians, too, are making a stand in the *Crowland* of Bukowina, and the correspondents on the Romanian frontier report that the Austrians who advanced beyond Czernowitz, the capital, have been driven back to that city. A big battle, however, is expected to take place to the northeast of Czernowitz.

Germans, from the Emperor down, have been put on rations, so far as bread is concerned, the state regulation regarding the bread supply having come into effect. Every person in Germany now must produce a "bread card," which is good for four pounds of bread weekly, before being able to make a purchase, and even the Emperor's palace is affected by this order.

ADMIRALTY RESTRICTS NAVIGATION IN THE IRISH AND NORTH CHANNELS

London, Feb. 23.—The British Admiralty announces that the Irish Channel and the North Channel, waters lying between England and Scotland and Ireland, have been restricted for navigation from today.

The southern entrance to the Irish Channel, known as Saint George's Channel, is between Carnore Point, on the Irish coast, and St. David's Head, on the opposite coast of Wales.

Certain areas of this channel have been closed to mercantile navigation by the Admiralty's orders, which also require that all traffic wishing to proceed through the North Channel must pass to the southward of Rathlin Island between sunrise and sunset. No ship will be allowed within four miles of Rathlin Island between sunset and sunrise.

THIRTY-FIVE WERE KILLED IN SINGAPORE RIOT

THROWS BLAME ON CAPTAINS OF LOST STEAMERS

London, Feb. 24.—A communication issued late last night by the Colonial Office gives the casualties in the Singapore riot as thirty-five persons killed, including six officers and fifteen men of the local native forces, and fourteen residents of Singapore, one a woman.

The Colonial Office report says that some of the rioters were killed, and that a large number surrendered or were captured.

Berlin, Feb. 23, via London, Feb. 24.—The German admiralty has communicated a memorandum to Commander Walter R. Gherard, the American naval attaché, pointing out that the destruction of the American steamers *Evelyn* and *Carib* was due to their not following the course prescribed by the German admiralty to a point northwest of Heligoland. The memorandum reiterates the assurance of the German government as to the safety of the prescribed course.

ROTARIANS WELL ENTERTAINED AT HALIFAX

St. John Visitors Given Enjoyable Time—Rev. J. J. McCaskill Delivers Interesting Address.

Halifax, N. S., Feb. 23.—St. John Rotarians, nearly thirty strong, prominently displaying their motto, "I Believe in St. John," arrived in Halifax this morning to spend the day and evening as the guests of the local Rotary Club. This is a return visit to the one which the Halifax club paid St. John several weeks ago.

The visitors were driven about the city in sight-seeing wagons, viewing the harbor from the Citadel then they drove through Point Pleasant Park and inspected the steamship terminals. The weather was fine and mild, the outing being greatly enjoyed.

A joint anniversary meeting of the members was held at the Halifax Hotel last evening. The 23rd of Feb. is the tenth anniversary of Rotary. The affair was largely attended and all spent a most enjoyable time.

Rev. J. J. McCaskill delivered an interesting address at the evening meeting on the subject of Brotherhood, in the course of which he said that the question of individual and social relations in any period will be found to divide itself into two parts: first, within the bounds of the ruling ideal, to bring the people into a brotherly practice of the ideal; second, to change the ideal.

The golden rule is of application in the first sphere, it says, "when you are in the game, play the game fair." To the knight who would go forth in the wars of chivalry, he says: "Kill fairly as you would wish to be killed; give your opponent a fair chance according to the rules of chivalry. The golden rule is practical, not ideal. It makes no effort to change the ruling conceptions. That is left to the reformers and the prophets. It tells us that we are to give to everyone the benefit of our present conceptions, not that we are to seek new conceptions. It says that we ought to give to others what we ask of them, but it does not say that we ought not to ask of them what they ought to give to us. The moral leadership of the future belongs not to those who observe the rules of the game only, but to those who will try to improve the conditions under which the game is played. The question of how a game is played is more serious than the question of who wins, and still more important is the question of what hazards the game should involve. Are the conditions favorable to today as fair as they might be? When a law guarding the interests of one class is enforced and the counterbalancing statute protecting another class lies dormant; when the law is a reward for one class and a penalty for another, we are opening a rich field and offering a sinister opportunity to the thoughtless radical who would overthrow all our present institutions and in what they know is to life, but it is evident that the task of reforming and improving the rules of the game, society must devote an increasing share of its thought and conscience.

The principal Halifax speakers were C. J. Burchill, Rev. A. B. Cobbe, J. L. Bialston, M.P.P., and American Consul Young.

The other St. John speakers were President Allingham and Secretary Armstrong of the Board of Trade.

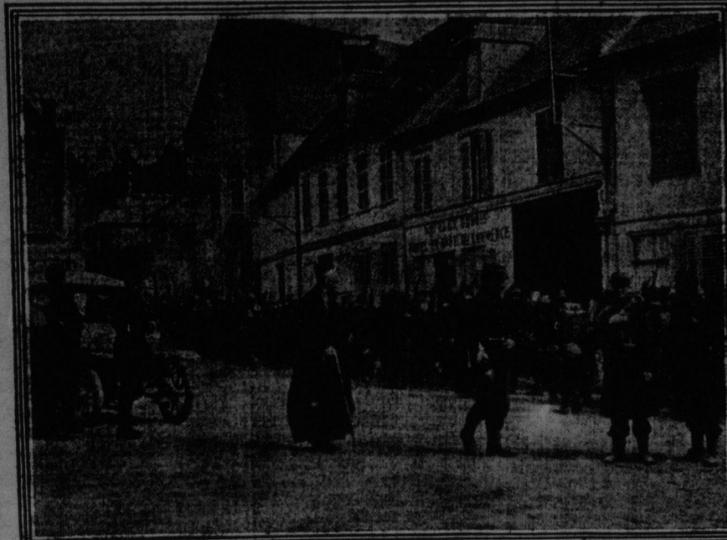
President Allingham on behalf of the St. John delegation presented the Halifax club with a handsome silver shield to commemorate the occasion.

a forceful realization of the great imposed on the government, and that there shall be unceasing vigilance in avoiding departmental waste and frivolity, and in dealing with dishonest contractors and patronage brokers.

Mr. MacLean replied that he had, and proposed to specifically define them. He proceeded to name departments in which what he called "needless" expenditures had occurred. In civil government involving the inside service at Ottawa, salaries of Cabinet Ministers and Lieut. Governor and the High Commissioner's offices there had been an increase in two years of nearly three million dollars in expenditure. Mr. MacLean claimed that notwithstanding a decrease of \$150,000,000 in trade during the past year, there had been a whole sale increase in expenditure. The same applied to the department of Indian affairs, fisheries, immigration, Dominion lands, customs, public works, and the post office he claimed.

(Continued on page 2)

A TYPICAL SCENE BEHIND THE FIRING LINES IN FRANCE.



The above picture illustrates a scene of almost every day occurrence in the French towns and villages a short distance beyond the danger zone. A body of French soldiers, each carrying a full war kit, is passing through the square of a town, past the church, which with its interesting Romanesque entrance is quite typical of provincial churches in this district of France. The houses in the square are all closely shuttered, which, together with the almost complete absence of civilians, lends to the town a curiously deserted air in spite of the military bustle. Immediately behind the old curé, looking with great interest at the troops, is the indispensable motor car, which is doing such good work for the French army.

LABOR BUREAUS UNDER AUSPICES OF GOVERNMENT

Dominion Government Considering Bill for the Establishment of Labor Exchanges Throughout Canada.

Ottawa, Feb. 23.—The government has under consideration a bill for the establishment of Government Labor Exchanges, and legislation may be introduced this session providing therefor. In reply to Mr. Martin, of Regina, Premier Borden said, in the House of Commons this afternoon, that the Minister of Labor had the question under consideration. The scheme in view is to establish, at various centres throughout Canada, under government auspices, a number of government employment bureaus, or clearing houses for labor. One object of the bill is to furnish a more systematic and readily workable scheme of meeting the variations of labor supply and demand. Thus, if there is a scarcity of labor in one district and a congestion of labor in another district, the Government Exchanges would provide the necessary information and facilities for restoring the proper equilibrium of supply and demand. Another aspect of the scheme would be to furnish some adequate check on the influx of immigration. At present the government has no quick or reliable means of finding out whether or not immigrants are arriving at a faster rate than industrial conditions can readily assimilate. It is understood that a draft bill has already been prepared under the direction of the Minister of Labor.

SOME OF EVELYN'S CREW NOT HEARD FROM YET

No Word of Those Who Started for Holland After American Steamer Sank.

The Hague, via London, Feb. 23.—Inquiries at all available sources today failed to discover the whereabouts of those members of the American steamer *Evelyn's* crew who were reported to have proceeded to Holland after the vessel was sunk by a mine. Naval experts point out that the men, who took to a small boat, must have suffered terrific hardships in the prevailing foggy and cold weather, if at sea since Friday. It is possible, however, that they landed at one of the small islands along the coast.

PASSENGER BOAT FIRED ON IN ENGLISH CHANNEL BY GERMAN SUBMARINE

Steamer Plying Between Boulogne and Folkstone Attacked but Escaped—Number of Passengers Belonged to Neutral Nations—Enemy Finds Another Victim—British Government Boat Sent to Bottom by Mine or Torpedo in English Channel.

London, Feb. 24.—The following statement has been issued by the official press bureau:

"The Secretary of the Admiralty announces that the Folkestone-Boulogne cross-channel passenger boat was attacked last night, shortly after leaving Boulogne harbor by a German submarine. One torpedo passed thirty yards ahead of the ship.

"The passengers, numbering 92, consisted of civilians, and included a number of neutrals."

Government Boat a Victim.

New Haven, England, Feb. 23, via London, Feb. 24.—Eighteen members of the crew of the Cardiff steamer *Branksome* Chius, a government collier, landed here this evening. Their vessel either struck a mine or was torpedoed, in the English Channel twenty miles southeast of Beachy Head, about 2 o'clock this afternoon. The men say the captain and mate of the steamer are standing by the vessel, which is badly damaged and awash. An attempt will be made to pull her to the coast and beach her.

A larger steamer is reported in distress near the same spot. Lifeboats are in attendance upon her.

Believed Attacker Was Sent To The Bottom

Paris, Feb. 23 (11.35 a.m.)—A German submarine, which for the past few days had been lying in the English Channel in wait for steam packets plying between France and England, Monday night fired a torpedo at the steamer *Victoria* while she was on the voyage from Boulogne to Folkestone with a number of passengers, including some Americans.

The captain of the *Victoria*, however, saw the characteristic wake made by the torpedo and slowed down his vessel, and the torpedo passed harmlessly about 100 feet in front of her.

The French Second Light Squadron was informed to keep a sharp lookout in the Channel for the submarine. The Minister of Marine announces that a torpedo boat belonging to the squadron sighted the submarine at 7.30 o'clock in the morning, eight miles south southwest of Cape Alprech, near Boulogne, and immediately opened fire and succeeded in scoring several hits before the submarine was able to dive. The announcement adds that a wide patch of oil was seen afterwards on the sea at the spot where the submarine disappeared, and from this it is presumed that the submarine was wrecked.

Reported Two More Sunk off Hastings

Lyd, via London, Feb. 24.—The steamer *Kalibia* has arrived here and reports that two vessels have been torpedoed off Hastings. One sank and the other was supposed to be in a sinking condition, with three trawlers standing by.

The crew of the first vessel was saved, and landed. A mine-sweeper was attempting to tow the other to Dover. Her crew was saved by a Ramsgate fishing smack.

Probably the two steamers reported by the *Kalibia* as torpedoed off Hastings are these previously reported from New Haven, one of which was the Cardiff steamer *Branksome* Chius. The New Haven despatch also reported that another steamer had been struck and was awash.

ANOTHER AMERICAN SHIP MEETS WITH DISASTER OFF COAST OF GERMANY

Berlin, Feb. 23, via London.—The American steamer *Carib* has gone to the bottom off the German coast in the North Sea as a result of running on a mine.

At the time of the disaster to the *Carib* the vessel was not using the route laid down in the German marine instructions.

The steamer *Carib* belonged to the Clyde line. She was of 2,280 tons net and left Charleston January 27 for Bremen. She was in command of Captain Cole.

The *Carib* was built in 1882 at Port Glasgow, Scotland. She was 288 feet long and 36 feet beam.

New York, Feb. 23.—The *Carib* was formerly owned by the Clyde line and

OFFER ACCEPTED

Toronto, Feb. 23.—A cablegram received late this afternoon announced that the University of Toronto's offer of a base hospital for overseas service had been accepted by the authorities in England.