

Dominion Parliament

Ottawa, April 24—Col. John Wesley Allison, who has been wanted in Ottawa for some time by parliament and the Davidson Commission and who will be wanted this week by the Meredith-Duff Commission, is now on Canadian soil. At five o'clock this afternoon Col. Allison, accompanied by Dr. K. Van Allen of New York, and Mr. Geo. F. Henderson, K. C., of Ottawa, his counsel, walked into the Chateau Laurier. There was only a small crowd of people in the hotel rotunda at the time, but those present were intensely interested in the man, whose evidence will be the big factor of the fuse inquiry. Col. Allison lost no time in signing the register and went immediately to his room. Mr. Henderson subsequently stated that Col. Allison was far from being well and that it was not his desire to add anything to the interview given by him on his arrival at Ogdensburg on Friday. He said that as his client was of the opinion that he would be called upon at an early date to give evidence it was not desirable that he should consent to a further interview. Col. Allison will rest at the Chateau until called upon. Dr. Van Allen accompanied him from New York and will remain in the capital as long as his services are required by his patient. Gen. Hughes, who was in Montreal yesterday, was at his desk in the militia department bright and early today. He seems cheerful and confident. It is understood that the first witness to appear before the royal commission will be Mr. J. W. Flavell, chairman of the Imperial Munitions Board. His initial appearance on the stand will probably be for the purpose of identifying certain papers and documents affecting matters under investigation. It is probable that Col. Allison will not appear before the royal commission for some days, but will go on the stand before the Davidson Commission to clear up some points in connection with the sale of Colts' pistols to the government. Allison is also wanted before the Public Accounts Committee. He was subpoenaed by this body as far back as Feb. 23. Allison, in a recent interview, avowed that the subpoena had never been served upon him, which explained his failure to appear in Ottawa sooner. It is understood that Yeakum, Cadwell and Basick, the three most prominent figures in the American end of the Kite charges, have signified their willingness to come and give evidence and will be on hand to testify whenever wanted.

Ottawa, April 25—Hon. J. D. Reid stated in the Commons tonight that he hoped it would be only a few months until we have an elevator at St. John's. The statement was particularly important as coming from the Acting Minister of Railways. Dr. Reid has been acting in that capacity since Mr. Cochrane's illness, and he said in answer to a question that the Minister of Railways would not likely be back in the House this session. Another interesting matter was mentioned during the progress of the discussion upon the railway estimates. Mr. Pugsley asked Sir George Foster, when dealing with the question of elevator accommodation, where the grain commiserated by the government had fallen. The Minister of Trade and Commerce replied that the bulk of it went to Italy, and he added that it would continue to go to Italy until the needs of that country were satisfied. It will be remembered that during the session the Liberals, headed by Mr. Pugsley, attempted to make a good deal of capital out of the fact that the government had commandeered wheat but would not say where it had gone. They concluded that it had been meant for Great Britain and made much of the fact that there was no confirmation from England of a report that the British authorities had asked the Canadian government to commandeer the wheat. Of course it was impossible for the Canadian government at that time to divulge the destination of the wheat. Now that the truth has been told however, the whole scare story worked up by Mr. Pugsley and his friends about the Canadian government taking this action for the benefit of England, and giving out that they had been requested to commandeer the

wheat in the interests of England makes Mr. Pugsley and his friends appear very silly.

Ottawa, April 26—Ocean transportation problems were discussed at length by the House today. Sir George Foster gave an able review of the difficulties of the situation and showed the preposterous position of the Liberals in maintaining that the government was responsible for the scarcity of ocean tonnage and the high freight rates. Sir George also discussed methods of meeting the problem and suggested means for developing a Canadian mercantile marine, as the building of new ships seemed to be the only feasible solution of the high rates. Sir George pointed out that the scarcity of tonnage was due to three things: First, the sweeping of German ships from the high seas; second, the commandeering of British ships for the needs of Great Britain and her Allies, and third, the submarine campaign of the Huns. Sir George said that efforts had been made to increase capital in the building of vessels, but without much success. They had received but one offer to build wooden vessels and one for steel ships. Both offers called for most general subsidies. He pointed out that the United States had appointed a commission to promote shipbuilding and set aside fifty million dollars for the purpose. The plan had met with considerable criticism. A counter proposal was made by the New York Chamber of Commerce and Sir George thought that their plan was more practical. Were their plans adopted a commission would be created consisting of cabinet ministers and leading shipping men. Ships would be built under the supervision of this body, the builders to be allowed the difference in the cost of construction in Canada and European waters. The owners would also be guaranteed the difference in cost of operation in Canadian waters and abroad. It would take fifteen or twenty million dollars to finance the scheme. Guaranteed five per cent. bonds to fifty per cent. of the value would be issued. The Government to get back one-half per cent. per annum. Sir George asked for suggestions from the opposition. He got few suggestions but plenty of criticism. Hon. Wm. Pugsley thought it was no duty of the opposition to make suggestions. Hon. Frank Oliver thought the whole difficulty lay in an Atlantic combine, while Mr. J. H. Sinclair of Guyborough denied Mr. Oliver's statement that there was a combine.

Ottawa, April 27—At the opening of the day's sitting of the House Mr. H. R. Stevens called attention to a statement attributed to a Portland, Oregon, newspaper to Robert Mansfield, United States consul-general at Vancouver, and said to have been incorporated in a bulletin issued by the United States department of labor. It was to the effect that American laborers were being induced to come to Canada by promises of employment and were then being subjected to pressure to enlist for overseas service. The member further declared that this allegation was absolutely false, and he also took exception to a further statement credited to the United States consul-general at Vancouver that that city was full of unemployed. Hon. W. J. Roche said that he had only heard of the newspaper report yesterday, but that he had Mr. Mansfield interviewed with regard to it. The consul-general had declined to affirm or deny that he was responsible for the statements until he has an opportunity of reading the newspaper article in question. The minister of interior said Mr. Mansfield would be interviewed again at an early date. As to the statement that Vancouver was filled with persons out of employment, the minister had been informed that during January and February only 285 persons had applied to the city for relief. That number was not abnormal. The House concurred to Senate amendments to the bill authorizing the banks to loan money to farmers on seed grain, standing crops, thrashed grain and live stock. The most important of the amendments provides that sales of pledged live stock shall be advertised in newspapers and in the nearest post office before they are consummated. The bill providing for the payment of a bounty on zinc produced from zinc ores mined in Canada was read a

second time and put through committee. The House then went into committee of supply.

Ottawa, April 28—Hon. Dr. Reid acting minister of railways has given notice of a resolution in the Commons providing for Dominion and Provincial co-operation in completing the construction of the St. John Valley Railway and the operation of the road by the Intercolonial. The resolution provides for the usual subsidy by the Dominion of \$6,000 per mile for the following lines: (a) From Andover to Centerville, not exceeding 26 miles; (b) from Centerville to Gagetown, not exceeding 120 miles; (c) from Gagetown to a point on the C. P. R. at or near Westfield, not to exceed 45 miles.

Progress of the War.

Paris, April 25—The official communication issued by the war office tonight reads: "North of the Aisne, after artillery preparation, our troops captured this morning, a small wood south of the Bois Des Butes (region of Ville-Au-Bois). In the Argonne our heavy batteries destroyed a German position and shattered an enemy trench to the extent of about fifty metres. In the sector of Four-De-Paris at Hill 285 the Germans exploded a mine. Our barrier fire prevented the enemy from occupying the crater. The southern edge of which was organized. West of the Meuse Chamber of Commerce and Sir George thought that their plan was more practical. Were their plans adopted a commission would be created consisting of cabinet ministers and leading shipping men. Ships would be built under the supervision of this body, the builders to be allowed the difference in the cost of construction in Canada and European waters. The owners would also be guaranteed the difference in cost of operation in Canadian waters and abroad. It would take fifteen or twenty million dollars to finance the scheme. Guaranteed five per cent. bonds to fifty per cent. of the value would be issued. The Government to get back one-half per cent. per annum. Sir George asked for suggestions from the opposition. He got few suggestions but plenty of criticism. Hon. Wm. Pugsley thought it was no duty of the opposition to make suggestions. Hon. Frank Oliver thought the whole difficulty lay in an Atlantic combine, while Mr. J. H. Sinclair of Guyborough denied Mr. Oliver's statement that there was a combine.

The official announcement this afternoon says: "To the west of the river Meuse yesterday evening German forces, after a violent bombardment, attacked, on several different occasions, our new positions in the region of Dead Man's Hill. The first two assaults having failed completely, the enemy started their third attack with the employment of flaming liquids. Checked by curtains of fire and the fire of our infantry, the Germans were compelled to return to their lines after having suffered important losses."

Paris, April 28—The following official communication was issued by the war office tonight: "North of the Aisne there was a bombardment on both sides in the region of the Bois Des Butes. The total number of prisoners taken by us in last night's attacks has reached 163, of whom four are officers. We captured two machine guns and a bomb thrower. In Champagne our artillery carried out concentrated fire on the enemy parks in the Dormoise valley. In the Argonne our batteries were very active against the German organizations at Hill 285, Vanquois and in the Cheppy wood. West of the Meuse a violent bombardment occurred in the region of Avocourt, Hill 808, Ennes and Montzeville. There were some artillery guns at Le Mort Homme. East of the Meuse and in the Woivre the two artillery were less active. A long range German gun fired this morning in the direction of Varangeville and Lunerville. In Lorraine a German attack, which attempted to debouch on our positions north of Senones, was stopped short by our curtain of fire. Several prisoners, one of them an officer, remain in our hands. According to the latest reports the losses to the Germans in the course of the attack yesterday on our salient at La Chapelleotte amounted to 1,000 men. An Aviation Avitvik, which had lost its way, made a landing in our lines in the neighborhood of Roisieres (Oise). Two officers were made prisoners. An enemy aeroplane

taken under our fire, fell in flames in the direction of Bagatelle, north of Four De Paris.

New York, April 26—Complete confessions, given in return for immunity, have been made by two of the eight Germans recently arrested in the alleged conspiracy to place fire bombs aboard munitions ships, and they were this afternoon telling their stories to the federal grand jury. This was made known today by Assistant United States District Attorney Wood, in charge of the investigation of alleged German plots. The two men are Captain Charles Von Kleist and Ernest Becker, and an electrician aboard the interned German steamship Friedrich Der Grosse, where the bombs alleged to have been placed on various ships were partly manufactured. The others arrested in the case included Captain Eno Bode, Captain Otto Wolpert and Frederick Carbo, employees of the Hamburg-American line. Another alleged conspirator, Dr. Wallert Scholle, is yet to be apprehended. The German government was prepared to pay \$500,000 each for the destruction of ships loaded with war supplies for the Entente Allies. Lieutenant Robert Fay, of the German army, on trial in the United States court for conspiracy, was quoted today as having informed Carl L. Wittig, a witness for the prosecution. "I asked him," testified Wittig, a chemical engineer, "if he knew what \$500,000 was, and he replied that money was no object in this thing." Wittig, who declared his sympathies in the war were with France, told of informing the French embassy of his conversation with Fay. The embassy in turn, notified the New York police. On trial with Fay are his brother-in-law, Walter Scholz and Paul Daech. Wittig said he told Fay and Scholz that in placing the bombs on ships with which they were familiar they "were placing innocent people in jeopardy." "Scholz declared," added the witness, "that they knew what they were doing; that Max Breitling was telling them on which ships ammunition was being shipped." Breitling also is under indictment for the alleged conspiracy.

Disturbance in Ireland.

London, April 25 (Dublin)—The official communication issued this evening concerning the situation in Dublin says: "At noon yesterday serious disturbance broke out in Dublin. A large party of men, identified with the Sinn Féin party, mostly armed, occupied Stephen's Green and took possession forcibly of the post office, where they cut the telegraphic and telephone wires. Houses also were occupied in Stephen's Green, Sackville street, Abbey street and along the quays. In the course of the day soldiers arrived from the Curragh, and the situation is now well in hand. So far as is known here three military officers, four or five soldiers, two loyal volunteers and two policemen have been killed, and four or five military officers and seven or eight soldiers and six volunteers wounded. No exact information has been received of the casualties on the side of the Sinn Féiners. Reports received from Cork, Limerick and both ridings of Tipperary show that no disturbance of any kind had occurred in these localities."

The first announcement of the trouble was made in the House of Commons by Augustine Birrell, chief secretary for Ireland, who said that the situation was well in hand, but that communication with Dublin was still difficult. The only details surrounding the situation are the meagre ones contained in the official announcement, but government officials expressed the opinion tonight that with Sir Roger Casement and two of his aides in prison in London the troops were in control of the situation.

The men connected with the filibustering expedition now in the hands of the government include Sir Roger Casement, two Irish confederates, and twenty-two Germans, comprising the crew. The chief importance of the capture lies in the revelations made of an extensive plot having ramifications in Germany, Ireland, and America. Irish-Americans are said to have been largely instrumental in financing the revolutionary movement. The

capture of the expedition by the navy secret service is considered a remarkably clever piece of work. An automobile with Irish confederates awaited Sir Roger Casement ashore. The machine and its occupants were seized by secret service men. When Casement's party of three landed they walked into the arms of their enemies. The expedition consisted merely of a submarine and a 1,100 ton steamer, which approached the coast at different points. Casement and his companions landed in a rowboat from the submarine. The steamer was sunk, with all her cargo, consisting of rifles, machine guns and ammunition.

Our Public Works.

During the discussion in committee of supply, Hon. J. A. McNeill, Commissioner of Public Works, when the vote for his department was read had this to say: "In connection with this vote, I would like to say a few words especially as it chiefly concerns the work of my Department. As the Public Accounts show, the expenditure on public works has been unusually large during the last year. This was due to the exceptionally wet season at the beginning of the summer, after considerable road work had already been done. It made many of the roads in the low flat sections, as well as a large portion of the newly made road, almost impassable. It was absolutely necessary that these roads should be built up and drained to afford some degree of comfort and safety in travelling. Nearly all these roads are travelled by our mail couriers and it was indispensable that they be put in decent shape. Heretofore very little travelling was absolutely necessary when the condition of the roads was unfavorable. People went to the post office on foot or on horseback and the mails were received seldom more than two or three times a week. Now there is a daily mail in nearly every section of the country and many of the couriers have a long route to travel and it is compulsory that passable roads be maintained at every season of the year. This is a work that will have to be continued and is going to cost considerable money but every province in the Dominion is spending large sums in the improvement of its roads and public sentiment demands that we should be behind in this important work. The building up of hollows and low places, and the cutting down of hills, or going round them is the first work in the making of permanent roads. It is a legitimate capital expenditure and is work for the carrying on of which I would strongly plead for the support of every member in this house. The honorable member from Tryon complained that we had not done sufficient work on Clark's Swamp, and many of the members feel that more work should have been done in their sections, but I assure them that I fully recognize their necessity and it was only because in other sections the work was more pressing and it was impossible to do it all that these could not be done. I have made it my business to see for myself as far as possible the conditions of the various roads and to consult with the engineers of my Department regarding the expenditure of public money on work which was not necessary. As you know when we came into power the bridges of the Province were in a deplorable condition and a number had to be repaired in a temporary manner; and many of these were requiring to be rebuilt last year. After the regular year's program was about completed, there came the storm and high tide at the last of Sept which caused such destruction. Honorable members will recall this storm and the extraordinary height of the tide. In several instances boats were carried completely over bridges. At Darley Bridge one boat was stopped only by its masts coming against the telephone wires which held it and prevented it from passing over. It is doubtful if ever before in our recollection had a summer tide attained this height or a single storm done so much damage to our bridges."

Local and Other Items.

The Legislature was in session all last night and up to 7 o'clock this morning.

Order has been restored in Dublin and other parts of Ireland after the uprising.

Dublin, April 30—Although it is impossible to obtain an estimate of the damage done since the outbreak of the revolt, it can be placed conservatively at something more than \$2,000,000.

Recent London advices say: British sheep leather has this year been found wanting in its traditional good quality. Dealers declare the reason for this is chestnut extract from France and Valonia acorn cups from Turkey has been cut off and tanners have been compelled to use inferior tanning materials.

Mr. T. H. Barrett, Superintendent for the Roger Miller Co., has started work on the Car Ferry Terminal at Carleton Point. Quite a number of men are at work and it is expected that quite a crowd will be employed later on. There is still some ice in the Straits which prevents the scows from coming in with the required material.

Owing to the presence of ice around the island shores on the north side the fishermen have not been able to put out their lobster traps yet and will not likely be able to do so while present conditions exist. It is to be hoped that more favorable conditions will come soon. A few herring the first of the season were taken at Miminigash on the 27th.

Dating from yesterday the steamer "Prince Edward Island" and "Stanley" will be controlled by the Railway Department. The Stanley did not make a trip to Charlottetown from Pictou Monday, having laid up for repairs there. It is understood that a part of her machinery will be removed as she is leaking slightly. The Car Ferry steamer hereafter and after the congestion of freight is relieved will make round trips between Pictou and Charlottetown.

After reading the reports in the Patriot of Sept. 27th, 28th and 29th of the havoc caused and the many bridges damaged, and in some instances destroyed by

Production and Thrift

"GAIN or no gain the cause before the farmers of Canada is as clear as it was last year—they must produce abundantly in order to meet the demands that may be made, and I believe this to be especially true in regard to live stock, the world's supply of which must be particularly affected in this vast struggle."—HON. MARTIN BURELL, Minister of Agriculture.

THE FOLLOWING STATEMENTS ARE BASED ON REPORTS CONTAINED IN "THE AGRICULTURAL WAR BOOK, 1916," PUBLISHED BY THE DEPARTMENT OF AGRICULTURE, OTTAWA, ONT.

LIVE STOCK—The herds and flocks of Europe have been greatly reduced. When the war is over there will be a great demand for breeding stock. Canadian farmers should keep this in mind.

MEATS—In 1915 Great Britain imported 664,508 tons of beef, mutton and lamb, of which 364,245 tons came from without the Empire. Out of 430,420 tons of beef only 104,967 tons came from within the Empire.

The demands of the Allies for frozen beef, canned beef, bacon and hams will increase rather than diminish. Orders are coming to Canada. The decreasing tonnage space available will give Canada an advantage if we have the supplies.

DAIRYING—Home consumption of milk, butter and cheese has increased of late years. The war demands for cheese have been unlimited. The Canadian cheese exports from Montreal in 1915 were nearly \$6,500,000 over 1914. Prices at Montreal—Cheese: January 1915, 13½ to 17 cents; January 1916, 18½ to 19½ cents. Butter: January 1915, 24 to 28½ cents; January 1916, 32 to 33 cents.

EGGS—Canada produced \$30,000,000 worth of eggs in 1915 and helped out Great Britain in the shortage. Shippers as well as producers have a duty and an opportunity in holding a place in that market.

WRITE TO THE DOMINION DEPARTMENT OF AGRICULTURE AND TO YOUR PROVINCIAL DEPARTMENT FOR BULLETINS ON THESE SUBJECTS

Tens of thousands of Canada's food producers have enlisted and gone to the front. It is only fair to them that their home work shall be kept up as far as possible. The Empire needs all the food that we can produce in 1916.

PRODUCE MORE AND SAVE MORE
MAKE LABOUR EFFICIENT
SAVE MATERIALS FROM WASTE
SPEND MONEY WISELY

THE GOVERNMENT OF CANADA
THE DEPARTMENT OF AGRICULTURE THE DEPARTMENT OF FINANCE

CANADIAN GOVERNMENT RAILWAYS.

CHANGE OF TIME.

Until further notice the following changes will go into effect on P. E. I. Railway.

A special passenger train will leave Charlottetown each morning for Summerside at 7.35 o'clock, connecting with steamer at Summerside for P. I. Chene; returning will leave Summerside at 8.15, arriving at Charlottetown 10.30 p. m.

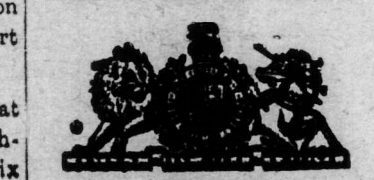
The train now leaving Charlottetown at 1.45 p. m. will be held until 3.30 p. m., and will arrive at Summerside at 7 p. m., leaving Summerside at 8.30 p. m., arriving at Tignish at 11.25 p. m. All other trains will run as usual.

D. P. A. OFFICE.
Charlottetown, May 3, 1916—11

NOTICE.

All persons having Accounts, Notes of hand, etc., unpaid at close of past year, are requested to settle same or make satisfactory arrangement without further notice.

Dr. D. E. MORRIS,
Dundas,
May 3, 1916—41



Mail Contract

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon, on Friday, the 2nd June, 1916, for the conveyance of His Majesty's Mails, on a proposed Contract for four years six times per week.

Over Rural Mail route No 1 from Richmond P. E. Island from the 1st October next. Printed notices containing further information as to conditions of proposed contract may be seen and blank forms of tender may be obtained at the Post Office of Richmond and at the office of the Post Office Inspector.

JOHN F. WHEAR,
Post Office Inspector's Office.
On-Town, P. E. I. April 19th, 1916
April 20th, 1916—81.

JOB WORK!

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Charlottetown P. E. Island

Check Books

Dodgers

Note Books of Hand

Letter Heads

ALFRED & BENTLEY

Barristers, Attorneys and Solicitors.

MONEY TO LOAN

Offices—Bank of Nova Scotia Chambers.