

YOU'LL BE SURE TO FIND IT IN "The MAIL and ADVOCATE"

# THE MAIL AND ADVOCATE.

Official Organ of The Fishermen's Protective Union of Newfoundland.

Vol. II. No. 95.

ST. JOHN'S, NEWFOUNDLAND, WEDNESDAY, APRIL 28, 1915.

Price:—1 cent.

## Battle Continues Around Ypres With Undiminished Fury

### Hand-to-hand Fighting Amidst the Wreckage of Burning Town—Collapsing Church Tower Buries Contending Soldiers

#### Germans Say that the Canadians Saved the Allies From Utter Retreat Along Entire Front

London, April 27.—Troops of the Allies defending Ypres, are being attacked by Germans from three directions, north, north-east and north-west. The great battle, which began a week ago 125 miles from London, is raging with undiminished fury. Despite their heavy losses, estimated at more than 25,000 in some despatches received here to-day, the Germans are maintaining their terrific offensive. Emperor William is reported to have reached the Flanders front late yesterday afternoon. While the Germans are continuing their attack upon Ypres, the Keystone of the Allies' position in Flanders, is extending its front. It has reached Bassevelde about three miles from (north of) Ypres and is about two miles south-east of Lierneux, the first town stormed by the Germans on the west bank of the Canal.

#### Germans Aim Attack on Calais

#### Military Authorities Puzzled Otherwise to Explain the Magnitude of the Present Attack Near Ypres

Paris, April 28.—The offensive assumed by the Germans in Ypres region has given rise to the report that they are about to undertake another carefully planned attempt to force their way to Calais. Military authorities are cautious, however, in accepting this suggestion, as an explanation for the Germans' recent activity. The magnitude of the forces concentrated by the Germans on such a limited front cannot be explained. It is believed here to be a mere desire to keep the Allies active. Opinion is expressed that it was, and perhaps still is, their purpose to break a large gap in the Allies' line, preparatory to more important undertakings.

#### Not From Wounds But Poisoning

London, April 28.—The British War Office, in a statement to-night supplementing its previous charges the German in their fighting with using noxious gases, and says medical evidence shows the Canadian soldiers to have lost their lives in the recent fighting, not from wounds, but from poisoning by gases employed by the enemy.

#### Allied Forces Effect Landing at Dardanelles

London, April 28 (official).—The Allied armies at the Dardanelles are making satisfactory progress. Forces have been landed on both sides of the Straits. The French have taken the fortress of Kum Kale, on the Asiatic side, and captured 500 prisoners. General Ian Hamilton is in command of the Allied Army, and the advance being made is satisfactory. (Kum Kale is the fortress at the Asiatic entrance to the Dardanelles.)

other 1/4 cables to bring her to a dead stand in the water. It is pointed out that this leaves 8 1/4 cables, or practically a short mile to the place of collision. The conclusion is therefore reached that Captain Kendall's assertion that the Empress of Ireland was stationary at the moment of collision is inconsistent with the facts of the case. In support of this, the reservation on this point expressed by the Commission is cited and contrasted with Captain Kendall's statement that his vessel had been stationary in the water for 6 minutes.

It is next pointed out that at the moment when the fog came down the Empress of Ireland was steering N. 73° E. magnetic and the Storstad S. 79° W. magnetic, making only half a point of difference on entirely opposite courses, and that under both the crossing and meeting rules it was the duty of the Empress of Ireland to port her helm at that time. Reference is made to the possibility of both vessels having taken a slight sheer, which on such fine courses might exhibit their opposite side lights. In this connection it is stated that the Storstad's certificate regarding the screening of her side lights was in proper order. Emphasis is laid on the fact that if the Empress of Ireland had remained absolutely stationary at the time alleged by her commander (which, according to her fog

#### Germans Fail to Turn Flank of Allied Army

London, April 28.—The German design to turn the left of the British position at Ypres and drive the Allies out of Belgium has failed, according to a "Time's" correspondent in North of France. He says that, while the battle is still raging furiously, the German advance has been definitely checked.

#### Heavy Damage Dardanelles Forts

London, April 28th.—The Daily Mail's Athens correspondent says bombardment of the interior forts of the Dardanelles, which began on Sunday, continued on Monday and resulted in heavy damage to the forts. It is reported that the forts on the coast near Smyrna were also bombarded, but this report has not been confirmed.

#### Emergency Call For Reinforcements

#### Base Details and New Arrivals Parade and are Embarked for the Front

London, April 28th.—The heavy casualty list among the Canadians at the front resulted in an emergency call for reinforcements on Monday night when a body of officers and men, both from base details and recent arrivals, paraded and embarked for special destination. The departure of these troops was not a secret as is usually the case, but was open and folkstone citizens gave them a rousing farewell.

#### Trawler "Becolo" Blown Up By Mine

Grimsby, April 28th.—The trawler "Becolo" was blown up in the North Sea on Monday. Several of the crew are missing. It is believed the Becolo struck a mine. London, April 28th.—The British Parliament occupied itself solely to-day with discussions on the treatment of British prisoners of war in Germany. Both House of Lords and Commons expressed gratitude for the efforts that have been made by the United States to ameliorate conditions for the prisoners.

Melbourne, April 28.—It is officially announced that a British warship has captured the German trading steamer Elfriede, which was believed to have been the last German ship free in the Pacific.

signals, she ought to have done) the Storstad would have passed her on the port side at a distance of from 1 to 1 1/2 cables. But it is concluded that she had some way on her and was struck on her starboard side as a consequence of the course she steered.

Regarding the angle of 40° under which the collision took place, it is noted that the commanders of both vessels were under the impression that they were passing one another on opposite sides—in the case of the Storstad, red to red, and in the case of the Empress of Ireland, green to green. To quote the Report: "Both of them have probably deviated a little from their respective courses, the Storstad to starboard, and the Empress of Ireland to port, and thus is produced the angle of 40° under which the collision took place."

The Empress of Ireland is held to blame for having caused the collision, because she omitted to port her helm and alter her course to starboard in accordance with Articles 18 and 19 of the Regulations. In regard to the Storstad's putting her helm apart after the engines had been stopped for some time, it is said that, under the circumstances, it was legitimate and correct. It is accordingly found that there is no case for taking legal proceedings against the captain, officers and crew of the Storstad in the matter.

#### Official via St. Pierre

#### French Report Progress at Ypres and on the Meuse Heights—Some Prisoners Taken and a Lot of War Material Captured

Paris, via St. Pierre, April 27.—Height of Hartmannswillerkopf, which had been taken from us yesterday morning, has been retaken by us during the night. We have made prisoners. Later.—There is nothing to add to last night's communique apart from the consolidation and continuation of our progress as well north of Ypres as on the heights of the Meuse.

#### Churchill Explains Britain's Policy Towards Captive Crews of Submarines

London, April 27.—First Lord of the Admiralty Churchill, explained Britain's policy in the matter of the treatment of German sailors captured on board submarines, in the Commons, to-day. Answering a question one the subject, he said: "We cannot admit that the reprisals which Germany have taken against numbers of our officers can be allowed to deflect us from a policy which we regard as humane and just in itself."

#### General French Reports Doings

London, April 27 (official).—The following are reported from General French: 1.—(dated Monday)—Severe fighting to the north-east of Ypres continues. The general situation is unchanged. The forced French retirement compelled our left flank to face north and extend west beyond St. Julien. Our line was thus temporarily weakened, and after gallant resistance by the Canadians against superior numbers, St. Julien was captured by the enemy. East of Ypres our troops have borne the brunt of repeated heavy attacks in an entirely unexpected situation. Attacks were also delivered on Sunday by the enemy, east of Ypres salient. The enemy used asphyxiating gases, but the attack was repulsed and German officers and men captured.

#### The War in S.W. Africa

Capetown, April 27.—General MacKenzie reports that mounted troops have reached Aretitis, 75 miles north of Keetmanshoop, in German South-West Africa, and are still pursuing the enemy northward. General Van Devoeter has captured a large stock of waggons and light carts in the vicinity of Bersaba.

#### The Death of Judge Weatherbee

Halifax, April 27.—Sir Robert Weatherbee, ex-Chief Justice, is dead. Judge Graham has been appointed Chief Justice of Nova Scotia to succeed Judge Townshend, resigned.

#### The Germans Checked at Ypres

London, April 27.—The Kaiser's third drive for Calais has been stopped, and stopped short. German attacks on Ypres have been repulsed, and the Allies have been permitted to regain considerable of the ground lost in the first furious attacks of the German army.

## BRITISH PARLIAMENT DISCUSSES TREATMENT GERMANS GIVE TO PRISONERS OF WAR

### Kitchener Characterizes it Inhumanity—Evidence Coming in From Many Sources Compels Him to Reverse His High Opinion of German Officers

London, April 28th.—Kitchener's speech in the House of Lords, in which, as a soldier, he said he lamented that he was convinced was inhumanity towards British soldiers was the most notable expression of the day. There were however equally striking notes from both Houses, notably by Lord Lansdowne, the Leader of the Opposition, and Lord Comer, who expressed the regret of the Lords that the British Admiralty had seen fit to segregate captured German submarine crews, and by Premier Asquith, in the Commons, who declared that at the end of the war the British people would exact reparation. No definite course of action concerning the treatment of the prisoners was agreed on by either House.

Earl Kitchener said that as a soldier he hitherto had always held the officers of the German army in respect, but constant testimony that has come in, not only from our own escaped prisoners but from French, Russian, Belgian and American sources has brought it home to all who have sifted the evidence that the inhumanity displayed by the German authorities toward British prisoners especially, is beyond doubt. The Secretary quoted articles from the Convention adopted at the Hague relating to treatment of prisoners of war, and asserted that they had been disregarded flagrantly by German officers, he added, I think it only fair and right to say that German hospitals should be exempted from any charges of deliberate inhumanity. There have been indications of lamentable lack of medical skill and individual cases of neglect and indifference to suffering on the part of hospital orderlies. On the other hand there are statements from prisoners, who have been released, as incapacitated that their experience in the hospitals did not form any ground for special complaint. Treatment of prisoners in detention camps in Germany varies considerably according to locality. Our men in most cases suffer from want of food and have received differential treatment, as compared with their French and Russian comrades, and many acts of violence

troops took the offensive, progressing near St. Julien, and west thence. The French co-operated and further north retook Heusay during yesterday. Our artillery several times inflicted severe casualties upon the enemy. Our airman have bombed successfully stations and junctions at Courtrai, Tournai, Roubaix, Roulers, etc. The French Government report German attacks on the heights of the Meuse completely defeated. The whole position of Les Eparges remains in French hands, and the slopes are covered with German corpses. The Russian Government reports bombardment of the Bosphorus forts by the Black Sea fleet. Great explosions were caused in one fort. A desperate battle is proceeding since April 24th in the direction of Saraj.—HARROUR.

#### A Letter From the Front

Mr. H. E. Cowan had a letter this morning from his brother George, now at the front with the Canadian Royal Highlanders. This letter is dated April 10th, and George, who was O.K. at time of writing, mentioned the fact of the Germans losing very heavily at Neuve Chapelle, and that he had been pretty handy to the actual fighting that took place there. He also mentioned that his regiment had been inspected by one of the Generals, who led them to understand that they would very soon be in the thickest of the fight.

## THE MILLION DOLLAR SUIT OF THE CANADIAN PACIFIC RAILWAY

### Against Owners of "Storstad" Goes Against the Latter—Likely to be an Appeal—Norwegian Beard of Trade Finds "Empress" to Blame

Montreal, April 27.—The C.P.R. then plotted on the enlarged chart three million suit against the Norwegian Company owning the "Storstad" collier which rammed the C.P.R. liner "Empress of Ireland" in the Gulf of St. Lawrence last May has gone in favor of the C.P.R., but damages are to be assessed by Registrar of Admiralty Court. Appeal likely for the Norwegian Board of Trade exonerates "Storstad" and finds "Empress of Ireland" to blame.

We have received from a Norwegian correspondent, says the Nautical Magazine, a translation of the finding of the Norwegian Board of Trade official entrusted with the examination of the evidence before the Canadian Commission to determine if any case existed for proceedings against the master and crew of the Norwegian vessel. The document is too long for publication here in extenso, but the following summary will enable our readers to understand the line of argument adopted.

In the first place, it is pointed out that Admiralty chart No. 307 of the St. Lawrence, used at the inquiry, is on too small a scale to examine the course and positions properly, and for this purpose the Norwegian Royal Survey Department has photographically enlarged the chart six times. The place of collision is taken to be a short half mile westwards from the position of the wreck, which is N. 26° E., distant 3 1/4 miles from Cock Point gas buoy, in latitude N. 48° 37' 30", longitude W. 68° 22', the Empress of Ireland, partly by her own speed and partly by the current, having been carried that distance eastwards before she sank. The course of the Storstad are