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COURAGEOUS BATTLE WON BY CANADIANS

In This Third Battle of Ypres They Lost 133 Officers and 700 Rank and File--Swept Through Germans, Bayonet in Hand

British Headquarters in France, June 4, via London, June 5.—The Canadians and Germans are fighting in the region of Ypres, where Saturday the Canadians, in hand-to-hand encounters, and with the aid of bombs, recaptured most of the trenches the Germans had previously taken from them in the sector from the Ypres-Comines Canal to Hooge Point. In the face of repeated attacks the Canadians have been unable to retain the bulk of the recaptured ground, but are still fighting strenuously to keep what they have and to recapture what they have lost.

London, June 5.—The British official communication, issued early this morning, says: "There is no material change at Zillebeke. The night (Sunday) passed quietly, but today (Monday) there has been a good deal of shelling by both sides. The enemy made a small night attack in this locality, but was easily repulsed. On the other parts of the line, several minor enterprises were carried out by both sides. The enemy made a raid near Boeselle after a heavy bombardment. Some few casualties were caused to our troops before the enemy retired, leaving his dead.

"A second hostile raid was attempted after a mine explosion northeast of Arras, but it was unsuccessful. The enemy was driven back and we occupied the crater. "Our infantry entered German trenches in five different places between Culinchy and Fauspissart. Two of our parties were particularly successful in causing loss to the hostile garrison, killing forty of the enemy.

"Minor warfare continues actively in the sector from Hulluch to Ginchy. Five mines have been sprung by us and one by the enemy during the past twenty-four hours."

In Battle a Fortnight
London, June 5.—The real action commenced a fortnight ago, since when the bombardment had been kept up unceasingly. The Germans were entrenched on a ridge to the northeast from which a fierce bombardment proceeded, the heavy artillery pouring down upon the lower level held by the Canadians, until the trenches were so badly pounded up that they gave little or no shelter. Notwithstanding serious losses, the Canadians patiently endured all this, and then early on Friday resorted to a mode of attack for which they have gained fame among British troops.

Stealing back to the trenches which had been evacuated, under an intolerable fire, our men, mostly newcomers of the third division, dashed over No Man's Land, hurling bombs and grenades while our artillery from behind supported the attack with the result that at least part of the post ground was retaken.

This attack on Ypres, Canadian believe, is an expression of the enemy's chagrin over Verdun. The evening Standard, commenting

Arthur Robinson Sued for Divorce
Well Known Sportsman, at Present in England, Charged With Unfaithfulness.

(New York Herald.) Friends of Arthur Robinson, wealthy sportsman of New York, learned yesterday that his recent trip to Europe without his wife, Mrs. Andrea Paton Robinson, was the forerunner of a divorce action. Instead of leaving on a business trip, Mrs. Robinson says in a complaint filed in the Supreme Court, he went with a "Mrs. Arthur Robinson" on board the Rotterdam from New York to Falmouth, England. Basing her action on that allegation and on the accusation that he committed acts of misconduct with the same Mrs. Robinson at the Vanderbilt Hotel from March 6 to 11 of this year, she asks a divorce.

on the latest action, says Paardeberg, Neuve Chapelle, St. Julien and St. Eloi have shed undying lustre on Canadian arms.

Holding Difficult Ground
Ottawa, June 5.—Though no details of the battle at Hooge have come through the militia department, the list of officers' casualties indicates that it was one of the biggest engagements in which the Canadians have figured.

Reference to the military maps shows that the Canadians occupied a difficult position on swampy ground, and their achievement in redeeming the position under such circumstances, and after being subject to such murderous bombardment, is therefore considered all the more remarkable. It is expected the casualties among the rank and file will be exceptionally heavy.

The cable to Sir Sam Hughes gives Generals Mercer and Williams as missing, Col. Henry Baker, M. P., for Bromo (Que.) is killed. Other notable dead, include Lieut.-Col. Buller, formerly of the Duke of Connaught's staff; Capt. E. A. Whiteside, of Montreal; Capt. W. P. Malone and Lieut. G. A. Ross, of Toronto; Lieut.-Col. A. T. Shaw, Brandon, and Lieut. G. H. Dotty of Sherbrooke, Mejer Hamilton Gault, of Montreal, is wounded for the third time.

Although the officers' casualty list is said to show two Canadian generals, four colonels, eight majors, twenty-one captains and sixty-six lieutenants, there are three battalion commanders dead and one missing.

Seventeen officers altogether are so far numbered among the killed in action or died of wounds. A number now recorded as missing may be added to this list. The casualties so far include all ranks from a major-general and a brigadier-general down.

Judging by the casualties so far received a full division of the Canadians was engaged, some battalions, however, being more severely engaged than others. No report of the fighting or details have yet been received by headquarters here.

All Canada Suffers
Ottawa, June 5.—An additional list of officers' casualties was received tonight by General Hughes. It is as follows:

Killed in action—Lieut. Bruce C. MacFarlane, Capt. E. J. Vessey, Montreal.
Died of Wounds—Capt. P. V. Corbish, Princess Patricia's.
Wounded—Capt. N. C. Kelly, Toronto (severely); Lieut. A. P. Norman, Vancouver; Lieut. C. McGowan, Elora (Ont.); Capt. R. H. Gregory, Major C. Y. Weaver, Lieut. Harold Drabble, Lieut. K. C. Houghton, all of Edmonton; Lieut. Arthur Evans, Winnipeg; Lieut. P. McA. Murdoch, Princess Pats.; Lieut. Arthur J. Pearson, Regina; Major Albert K. Irwin, Ottawa; Lieut. Charles Hannington, Lieut. Stanley Wharton, Vancouver; Capt. Hugh Niven, Wiarton; Lieut. V. H. S. Heron, Halifax; Lieut. Gilbert T. Lea, western Ontario; Capt. W. Ross Creighton, Montreal; Capt. McG. Croobie, St. Catharines; Lieut. E. Douglas Huycke, Peterboro; Lieut. Charles L. Ronne, Winnipeg.

700 Men in Casualty List
Ottawa, June 5.—Evidence of the toll paid by the Canadians in the recent fighting about Ypres is shown in the casualties being received at the militia department. About seven hundred names of the rank and file have been received and will be made public as soon as the next of kin is notified. The list is steadily growing, and the casualty and record of office staff has already inaugurated an all-night tour of duty to promptly notify relatives. (The casualties among the officers is 133.

British Navy Still Controls The Seas

Fierce Battle in North Sea May 31st and June 1st Inflicts Huge Losses on British but Punishes the Germans Severely and Drives Them Back to Port

Picking its way from its base in the Kiel Canal, the German high sea fleet, emerged into the North Sea, and off the coast of Jutland engaged a British fleet throughout the afternoon and night in what probably was the greatest naval battle in the world's history so far as tonnage en-

gaged and tonnage destroyed was concerned. "It is clear that we have suffered the heaviest blow at sea that we have met with during the war. "Our Admiralty has taken the wise course of making no effort to understate the gravity of the British losses. We engaged, perhaps with over-confidence, in a long running fight against ships which were more numerous, stronger and more heavily armed than our cruiser fleet and we suffered heavily. But the event will not impair the effectiveness of our blockade or our ability to uphold the freedom of the seas, nor will it dispose the Germans to encounter that main part of the British fleet, in avoidance of which they have shown so much diligence and cleverness.

"The Germans doubtless hope that the battle will impress credulous neutrals and even cause some discouragement among the Allies. As to the British people, the result of the fight will sting them to fresh exertion and will dispel much idle and harmful optimism. It will instill that unalterable resolution to win or perish, that has ever been the consequence of untoward fortune of our race, when they are entered upon a quest which they know to be just."



THE SUPERDREADNOUGHT IRON DUKE
She is not beautiful to look upon except for the majesty of her mammoth power. But when she gets out to sea and, in company with her proud sister rolls to the wash of a North Sea gale, she takes on all the beauty she lacked before.

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Admiral Lord Charles Beresford, retired, speaking Sunday of the fight off Jutland between the British and German fleets, said:

"Though a hard earned sea fight, it was a British victory. There was no mistake in strategy made. The British objective was to sink the German fleet, or compel it to return to its base. In the absence of Zeppelins for scouting purposes the British navy was obliged to send out heavy cruisers as outside scouts, because light cruisers would have been driven in without securing the needed information.

There remains, nevertheless, a dark page in our naval history insofar as the loss of splendid ships and splendid lives are concerned. It is blummed, however, by glorious fighting against vastly superior weight of metal, but the blow remains and it is because of the arrival of Vice-Admiral Jellicoe's the Germans fled. We at-

"Vice-Admiral Sir David Beatty, in pursuance of this object, tackled a vastly superior force, hoping to delay it until Vice-Admiral Sir John Jellicoe's battle fleet arrived to destroy the Germans. Vice-Admiral Beatty achieved a brilliant success, but because of the arrival of Vice-Admiral Jellicoe's the Germans fled. We at-

tained our object. The Germans failed to attain theirs. We lost cruisers which we can afford to lose; the Germans lost battleships, which they cannot afford to lose."

It appears that a strong German fleet near its own waters engaged an inferior British fleet under Sir David Beatty, and handled it roughly. The British held their position, however, until reinforcements arrived under Admiral Sir John Jellicoe. The Germans then retired falling back on their mine fields, the British not daring to follow them far in the dark. The Germans retreated to their own prepared harbors, after suffering heavy losses.

BRITAIN'S ADMITTED LOSSES

Battle Cruisers (3)	Complement	Tonnage	Men
Queen Mary	26,350	1,000	
Indefatigable	18,750	750	
Invincible	17,250	750	
Cruisers (3)			
Defence	14,600	755	
Black Prince	13,550	720	
Warrior (abandoned)	13,550	704	
Destroyers			
Tipperary, Turbulent, Fortune, Sparrow Hawk, Ardent, Shark and two others.			
British war craft destroyed—14			
Tonnage of lost cruisers—104,050.			
Total tonnage lost—116,000.			
Sailors on craft sunk, about 6100.			
Number of rescued not announced.			

GERMANY'S ADMITTED LOSSES

Dreadnaughts (1)	Complement	Tonnage	Men
Westphalen	18,402	961	
Battleships (1)			
Pommern	13,200	700	
Protected Cruisers (1)			
Frauenlob	2,600	278	

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ENGLAND'S WAR LORD AND STAFF DROWNED

Earl Kitchener, With Entire Staff Was Lost When Cruiser Hampshire was Sunk in North Sea

London, June 6.—Earl Kitchener, Minister of War, with his entire staff, was lost when the cruiser Hampshire was sunk north of Scotland. The announcement of the loss of Kitchener and his staff was officially announced by the Admiralty today.

Four boats were seen to leave the Hampshire, but a heavy sea was running. Only a capsized boat and some bodies have been found.

Earl Kitchener was on his way to Russia. Admiral Jellicoe reports that there is little hope that there were any survivors.

Accompanying Earl Kitchener as his staff were Hugh James O'Beirne, former Council of the British Embassy at Petrograd and former minister at Sofia; O. A. Fitzgerald, Earl Kitchener's private military secretary; Brigadier-General Ellershaw and Sir Frederick Donaldson.

Report From Admiral Jellicoe
London, June 6.—Admiral Jellicoe's report to the Admiralty follows:

"I have to report, with deep regret, that His Majesty's ship Hampshire, Capt. Herbert J. Saville, R. N., with Lord Kitchener and his staff on board, was sunk last night at about 8 p. m. to the west of the Orkneys, either by a mine or a torpedo. "Four boats were seen by observers on shore to leave the ship. The wind was north-northwest, and heavy seas were running. "Patrol vessels and destroyers at once proceeded to the spot, and a party was sent along the coast to search, but only some bodies and a capsized boat have been found up to the present. As the whole shore has been searched from the seaward, I greatly fear that there is little hope of there being any survivors. "No report has yet been received from the search party on shore. H. M. S. Hampshire was on her way to Russia."

London, June 6.—The loss of Earl Kitchener, Secretary of State for War, England's greatest military organizer and the conqueror of the Sudan with his entire staff, when the cruiser Hampshire was sunk off the Orkney Islands by a mine or torpedo, was officially announced by the Admiralty today. The news of England's greatest personal loss since the war, which has stunned London, already hardened to shocks, was issued in a formal bulletin.

The Orkney Islands, off which the Hampshire went down, are off the north coast of Scotland. The Hampshire was on her way into the Atlantic and around the northern end of the Scandinavian peninsula into the White sea, Earl Kitchener probably intended to embark at Archangel. The Hampshire of 10,850

Tons; Carried 650 Men
The Hampshire was one of the Devonshire class of six cruisers. She was built in 1903, and normally carried 658 men. She displaced 10,850 tons, was 450 feet long, 68½ feet beam, and drew 25½ feet. She was armed with four 7.5-inch, six 6-inch, two 12-pound and twenty 3-pound and two torpedo tubes. She cost \$4,250,000. The Hampshire has been in use as a scout boat and for carrying officials on various missions, having ample accommodations for the latter purpose.

During all the years in which the British people had looked on Kitchener's silent, but effective work, they had never been able to fathom his personality. A Cockney non-committed officer, who had seen much service under him summed up the general opinion when he said of Kitchener: "He's no talker, Not 'im. 'E's all steel and 'lce."

His face was that of a man who neither asked for sympathy, nor wanted it. He had steady, blue gray passionate eyes, and a heavy moustache covered a mouth that shut close and firm as a wolf trap. He believed with all his might, in the gospel of work. He had limitless self-confidence. For bungling and faint-heartedness, he was incapable of feeling sympathy or showing mercy; an officer who felled him once, got no second chance. He had a grim laconic humor.

"What is your taste in hairpins?" for instance, is said to have been the query with which he annihilated a dandified officer. He was indifferent



LORD KITCHENER

to popularity, particularly among women, and though feted all over the world in social circles, he never married. Earl Kitchener was appointed secretary of state for war on August 5, 1914, a few days after Great Britain's declaration of war on Germany. He was regarded as England's greatest soldier and the decision of the government to entrust him with supreme direction of the war was received with unanimous approval.

Tax Reform League Asks Help of Churches

Invites Them to Pass Resolution Favoring Larger Proportion of Taxation on Land-Encouragement Industry

To the churches—address from the Tax Reform League of Eastern Canada:
The injustice to land speculation is so widespread, its effects on our social development are so baneful, and its methods are so contrary to the Golden Rule and the Law of Love, that we feel that we have a right to appeal to the churches for their help to arouse the public conscience to this monstrous iniquity.

While the men of industry are devoting their time and energy to flood the markets with the greatest abundance at the lowest possible price, while they toil through long hours to maintain the prosperity of the country, most unfortunately our methods of taxation are such that they lead other people to secure possession of the most valuable sites, not to use them for the public weal, but that they may gain the abundance of prosperity, without the labor of production, and thus leave to the toilers only a meagre share of what they have produced.

Instead of bearing one another's burdens and so fulfilling the law of Christ, instead of rendering to every man his due, we so adjust our taxation that the men who produce the abundance get only scarcely, while others, who toil not, neither do they spin, can revel in lordly fortune. While we permit one part of humanity to charge their fellows for the opportunity to live on the face of the earth and for access to its bounty, do we not practically deny that this world is the heritage furnished for the equal enjoyment of every member of God's family, and do we not take from the expression, dearly beloved brethren, all its hallowed vitality?

So long as we proclaim the doctrine of brotherhood, and then split society into millionaires and tramps, so long as we crowd industry towards the sum and lift extortion to the palace, so long as we divide society into oppressors and oppressed, so long as we administer this earth, not as the heritage furnished by the Creator for the equal enjoyment of all His children, but as a manufactured article made for bargain and sale, so long as we maintain the terrible iniquity which enables one part of society to say to the rest: "God made no land for you; if you wish to live here you must say that privilege from us," so long as we thus contri-

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