

THE WEATHER.
Morning—Fresh east and north-
east winds, partly cloudy and cool,
with local showers.

OPERA HOUSE
TONIGHT.
"MUTT AND JEFF IN COLLEGE"

VOL. VIII. NO. 29. TWELVE PAGES THURSDAY MORNING, APRIL 27, 1916. PRICE TWO CENTS

CANADIANS' GALLANTRY PRAISED BY GEN. FRENCH; ARTILLERY DUELS CHIEF ACTIVITY IN WEST

Big Guns of French Hammering Hard at Enemy's Positions—Germans Lost 1,000 Men in Attack on Salient at La Chapolette—Allied Aviators Active and Cause Serious Damage to Enemy.

ZEPPELINS PAY ANOTHER VISIT TO ENGLAND

Bulletin, London, April 27, 2:35 a. m.—A British official statement says: "Zeppelins were reported over the east coast of Kent between ten and eleven o'clock Wednesday night. No reports of their penetrating far inland have been received thus far, and as it is misty over East Kent it is probable that they turned back before midnight. It is reported that one bomb was dropped which fell into the sea."

Paris, April 26, 11:10 p. m.—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 projectiles taken by us in last night's attack has reached 158, 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 235, Vauquois and in the Chogy wood."

"West of the Meuse a violent bombardment occurred in the region of Avoourt, Hill 205, Esmes and Montzville. There were some artillery guns at Le Mort Homme."

"In the Meuse and in the Ardennes the two artilleries were less active. A long range German gun fired this morning in the direction of Ypresville and Lameville."

"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 Chapolette amounted to 1,000 men."

"Aviation: An avitvik, which had lost its way, made a landing in our lines in the neighborhood of Rotieres (Oise). Two officers were made prisoners. An enemy aeroplane, taken under our fire, fell in flames in the direction of Bagstelle, north of Four De Paris."

"The German aeroplane which fell yesterday inside the enemy lines near Vauquois and was destroyed by our guns was brought down by Sub-Lieut. Navarre. This is the ninth enemy machine brought to earth by him."

"Last night our bombing operations were particularly active in the region of Verdun. Fourteen shells were dropped on the parks and bivouacs in the outskirts of Etain; four on bivouacs near Danville; six on the Bruilles station; fifteen on the Confans station; six on the Jost-Homme Court. Steel works; ten on the Metzereux station, and two on Rethel."

"The same night our aviation corps similarly carried out numerous bombing operations in the region of Roye. Eighteen shells were dropped on a munitions depot south of Villers-Carbonnel, where powerful explosions were heard."

"Twelve bombs were dropped on the Blaches bridge, and thirty-eight to the north of Roye."

"On the night of April 25-26 a German dirigible dropped about a dozen bombs in the region of Estain, Reutin and Paris-Plage. Two British soldiers were slightly wounded. The material damage was insignificant."

"The Belgian official communication reads: "There was great artillery activity during the morning, especially in the region of Dixmude and Steenstraete. A reciprocal bombardment occurred today at other points on the front."

"Say Two Lines of French Trenches Taken."

Berlin, April 26, via London—German troops northeast of Oelles, in the Vesose mountain, took the first and second French lines upon and opposite Height No. 932, according to the official statement issued today at the German army headquarters."

A Berlin Varn.

Berlin, via London, April 26—in the Zeppelin raid over England last night fortified positions were established at London Colchester. Blackwater and Ramegate were attacked, the war of sea announced this afternoon. The French port and large British supply depot at Etaples, Pas De Calais, also were attacked.

Revolution Said To Have Been Largely Financed In America

Sir Roger Casement's Arrest Reveals Extensive Plot with Ramifications in Germany, Ireland and America—His Arrest Clever Piece of Work.

London, April 26—British regulars from Belfast and England are now in Dublin, and have recaptured from the rebellious faction several important centres which the members of the Sinn Fein party and their adherents had occupied. These include St. Stephen's Green and Liberty Hall.

An immense precautionary martial law has been proclaimed in the city and county of Dublin, and the official announcement is made that drastic steps are being taken to suppress the movement in Ireland, and arrest all those responsible for it.

That the government intends to deal with the offenders with a heavy hand is indicated by the publication of a proclamation in the official gazette tonight, suspending in Ireland section 1 of the Defense of the Realm Amendment Act of 1915, which gives to British subjects, charged with an offence under the act, the right to be tried by a civil court.

The proclamation recites that "the present state of affairs in Ireland is such as to constitute a special military emergency," as specified in subsection 7 of the act, which enacts that in the event of an invasion or other special military emergency arising out of the present war the operation of section 1 may be suspended either generally or in a specified area.

Some Arrests Made.

A despatch from Tralee, County of Kerry, says that a sensation has been caused there by the arrest of a prominent member of the Tralee Irish Volunteers, Austin Stack. An accountant in the general post office at Dublin, Cornelius Collins, has also been taken into custody. Both are charged with conspiracy in aiding the importation of arms from an enemy.

Another man of unknown nationality has been arrested. His identity has not been disclosed, but he was conveyed to Dublin under a strong escort.

The men connected with the filibustering expedition now in the hands of 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 steamer and a 1,100-ton steamer. The capture of the coast at different points. Casement and his companions landed in a rowboat from the submarine.

When arrested Casement is supposed to have maintained a good front, and apparently was without hope of escaping death for treason. It is believed that his trial and condemnation will be speedy, although, for the present, it is not possible to say whether he will be executed.

Representatives of the American embassy have been in conference with the officials in charge of the case, presumably regarding the American ramifications.

The steamer was sunk, with all her cargo, consisting of rifles, machine guns and ammunition.

ONLY A FEW OFFERS TO BUILD SHIPS

Efforts Have Been Made To Interest Capital, But Without Success.

REASONS FOR SCARCITY OF OCEAN TONNAGE

Ocean Transportation Problems Discussed in Commons—Liberals Long on Criticism but Short on Practical Suggestions.

Special to The Standard.

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 pros and cons of the various proposals for increasing the tonnage 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 Hun.

Sir George said that efforts had been made to interest 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. His 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 plan adopted a commission would be created consisting of cabinet ministers and leading shipping men. The commission would be the supervisor of this body, the builders to be allowed the difference in the cost of construction in Canada and in 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 pay 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 declared Mr. Oliver's statement that there was a combine.

Ottawa, April 26—When the motion was made for the house to go into committee of supply, Sir George Foster made a statement regarding the increase in ocean freight rates and the scarcity of ocean tonnage for which, he said, members of the opposition had shown an inclination to hold the government responsible. The scarcity of ocean tonnage, he asserted, was the key to the whole situation. Because of the scarcity of ships freight rates had advanced. Members would be surprised if they added up the amount of tonnage which had been lost through submarines and mines and the like.

There had been activity in the building of ships in Great Britain but now the construction was only with difficulty keeping up with the losses mentioned. "Under the circumstances," said Sir George, "to say that any government or any corporation is responsible is to make an assertion which is unreasonable and impossible of proof."

It seemed impossible to regulate ocean freight rates at present. If Canada attempted to regulate the rates charged by unlicensed vessels, these vessels would simply go to other countries and further decrease the tonnage available for the carriage of Canadian goods. The government

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Ottawa, April 26—Viscount French has cabled the government the following on the anniversary of the second battle of Ypres:

"I cannot allow the anniversary of the second battle of Ypres to pass without once again expressing my profound admiration of the gallantry of the Canadian troops and my high appreciation of the invaluable assistance they rendered."

Premier Borden cabled the Field Marshal, on behalf of the government, its warmest thanks and assurance that the Canadian forces will always uphold the traditions of a year ago.

German Gov't Ready To Pay \$500,000 For Every Allied Supply Ship Sunk

Money No Object in Gigantic Plot in U. S. to Destroy Ships Loaded with War Supplies for Allies—Complete Con- fessions by Two More Conspirators.

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 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 Carboide, Walter Schalle and Paul Deacon, Dr. Walter 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 money was no object in this thing."

On trial with Fay are his brother-in-law, Walter Schalle and Paul Deacon, Wittig said he told Fay and Scholle that in placing the bombs on ships with which they were familiar they were placing innocent people in jeopardy.

"Scholle declared," added the witness, "that they knew what they were doing; that Max Breitung was telling them on which ships ammunition was being shipped."

Breitung also is under indictment for the alleged conspiracy.

had to some extent kept down rates on subsidized lines. If, however, it attempted to reduce them materially on those lines, the ships would simply abandon the services for which they were subsidized and go elsewhere. The minister of trade and commerce met that the situation would not be met if the government chartered all the vessels for the reason that it would be compelled to charge commercial rates or discriminate against the majority of shippers. The only manner in which the government could relieve the situation would be by providing for the construction of new ships to increase the supply of available tonnage.

All Wanted To Much.

The minister said that the government had asked responsible persons what amount of tonnage would be allowed to encourage the building of wooden vessels of economical tonnage, say from 2,000 to 5,000 tons. In reply it had received an offer to construct such ships if a subsidy of \$6 a ton were paid for fifteen years, or \$90 a ton in all.

The government had not received a single reasonable offer for the construction of wooden ships. It had got an offer to build steel ships at the rate of \$125 to \$135 a ton with delivery in the latter part of 1917. Sir George thought the price was high and that the time of completion was too far distant. Therefore, he thought that it would be necessary to consider first the period of emergency and then the period which would follow the close of the war. As far as the latter period was concerned, he held that a country with Canada's producing capacity should have a considerable and a growing merchant marine and that government assistance might be necessary to that end.

Sir George mentioned construction tonnage subsidies and the plan adopted by the United States of subsidizing stock for the construction of new vessels as means of encouraging shipbuilding. For himself he appeared to favor the plan recommended by the New York Chamber of Commerce. If adopted in Canada this plan would mean the appointment of a commission composed of the Ministers of Trade and Commerce, Naval Service and Finance, with a naval constructor and three men experienced in the shipping business to be appointed by the government. This commission would have oversight as to the classes of vessels to be built, under the proposed scheme and the regulation of the rates and

KAISER HOPES BREAK WITH U. S. MAY BE AVOIDED

German Reply to American Note Likely Saturday— Washington Defines Atti- tude Towards Armed Mer- chant Ships.

Berlin, April 26, by wireless to the Associated Press, from a staff correspondent.—The Associated Press learns that developments are impending which demonstrate unmistakably the desire of Emperor Wilhelm to follow a course which will lead Germany and the United States out of the present crisis. The situation is viewed more optimistically here.

Reply Probably Saturday.

Berlin, April 26, via London.—The German answer to the American note may not be expected before the end of the present week. It may be presented on Saturday.

Armed Merchant Ships.

Washington, April 26.—A statement defining the attitude of the United States toward armed merchant ships was made public today by the state department by direction of President Wilson. It originally was prepared as a circular note to other powers.

But it later was decided to issue it as a statement. The statement holds to the right of a merchant ship to arm for protection only, but declares that "merchants which have used their armaments for aggressive purposes are not entitled to the same hospitality in neutral ports as peaceable armed merchantmen."

\$5,000 FIRE IN MILITIA STORES AT OTTAWA

Ottawa, April 26.—Damage to the extent of about \$5,000 was done by fire, which broke out late tonight in the central militia stores. The blaze was confined to the section of the building in which it was discovered, containing hospital auxiliaries, brushes, blankets, wooden trays, etc. The staff had only a few minutes for the night a short time before the automatic fire detector sent in the alarm, and the building was vacated at the time. It is thought one of the staff may have been lighting a cigarette after quitting work, and may have thrown down the lighted match.

A peculiar part of the affair is that while there is a strong military guard outside the building there is no watchman inside, and the firemen arrived just as the guard was being turned out after having noticed the blaze in the interior of the building.

It was first reported there was an explosion, but this was later found to have been the report from an engine on one of the big military trucks. The guard refused the public access to the building.

There are a considerable number of machine guns and a quantity of small arms ammunition stored in the building for the purpose of that government. He pointed out that the British authorities did not requisition vessels for commercial purposes but only for the carriage of troops, munitions or supplies for military purposes. He did not believe that any advantage would be served if the Canadian government commandeered ships because Canadian ships were all in use at the present time. As to the suggestion that when Canadian boats were required by Britain they should be requisitioned through the Canadian government, he stated that correspondence did take place between the Imperial and the Canadian ministers. In such cases, however, if a ship was required by the British government he for one would not be inclined to stand in the way and cavil about terms.

He said that the government was considering the present shipping situation and might possibly make some proposals before parliament prorogued.

FIVE N. D. MEN IN CASUALTIES

The casualty lists issued last night contain the names of over thirty Maritime Province men. Included in these are five New Brunswick men, four of whom are from St. John. The New Brunswick men are:

Infantry.

Wounded—Wm. Arthur Davis, 38 Dufferin Row, St. John, N. B.; Wm. J. Grant, 17 St. Andrews street, St. John, N. B.; Douglas Murray, St. Stephen, N. B.; R. Kingston, 508 Main street, St. John, N. B.

Mounted Rifles.

Wounded—Lance Corporal Roland Golmer Johnston, 191 Charlotte street, St. John, N. B.

The complete lists are:

Infantry.

Killed in action—Pioneer Alexander Gibson, Newport Station, Hants Co., N. S.; Oran Pettigrew, North Green Village, N. S.; Sergt. Albert John E. Brice, 49 Albornaie street, Halifax, N. S.

Wounded—Jacob Bell, Box 25, Sydney Mines, N. S.; Fred Bonagay, 59 Millland street, Halifax, N. S.; Sergt. John E. Brice, 49 Albornaie street, Halifax, N. S.; James Francis Tappan, No. 4B Block, Wellington Barracks, Halifax, N. S.; Robert Waevlein, Cape Canno, Guysboro Co., N. S.; Corporal Edgar Collins, Florence, N. S.; Calvin Emery, Port Hawkesbury, N. S.; Peter McDaniel, Margaretta Forks, Inverness Co., N. S.; John McKenzie, Whitney Pier, N. S.; Charles McKinnon, Charlottetown, P. E. I.; Robert Norman Heller, 193 Campbell Road, Halifax, N. S.; Geo. Johnston, Truro, N. S.; Albert Grossman, Montserrat, Reginald Gordon Hamilton, Rosalia, Sask.; Robert Norman Heller, 193 Campbell Road, Halifax, N. S.; Pioneer Edward Hodges, Mount Dennis, Ont.; Chas. Lavallee, England; Lieut. James Henry Lovett, Ayr, Ont.; Kenneth Archie McKinlay, Glass Bay, N. S.; Lance Corporal Benjamin Dillworth, Dauphin, Man.; Bowman A.

LEUT. HAZEN KILLED BY A PREMATURE EXPLOSION OF FUSE

London, April 26.—(Montreal Gazette Cable)—Information now received shows that the death of Lieut. Hazen, son of the Canadian Minister of Marine and Fisheries, was caused by the premature explosion of a time fuse on which he was engaged.

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