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GERMAN SUBMARINE SUNK WITH ALL HANDS; RUSSIA WINNING IN CARPATHIANS AND IN SOUTH POLAND

WANT ELECTION TO STOP DISCLOSURES

Graft Revelations Before Public Accounts Committee Alarm Conservatives

Many Anxious for Government to Appeal to the Country Before Scandals Grow Worse—Hope of Prorogation Before Easter Looks Slim Now—Minister of Railways Defends Gutelius Against Criticism, and Hopes He Can Retain Him to Manage I. C. R.

(Special to The Telegraph).

Ottawa, March 25—Dreams of an Easter prorogation of parliament seem suddenly to have gone a-glimmering. Proceedings in the chamber have assumed a subordinate position. A handful of members plod painstakingly through supply. Empty galleries look down upon them.

The members and the crowds are congregated about the committee rooms, whence are coming, almost every hour, the most sensational developments. Canada is getting a terrible eye-opener into the heartlessness and corruption of the political patronage system.

While ordinary Canadians have been courageously and resolutely facing the service and sacrifice entailed by the war, it is now evident that selfishness and moral degeneracy has been conducting filching operations from the public treasury on a scale unprecedented, even in Canada's somewhat checkered career in political morality.

Strong pressure is being brought upon the government by many of its supporters tonight to "jump at once," to dissolve and go to the electors in June—the 14th of that month is the day mentioned—and thus seek to escape additional serious revelations said to be looming close on the political horizon.

Bill to Increase Senate Again.

Despite the assurance of Premier Borden to Sir Wilfrid Laurier the other day that no further contentions legislation was on the government programme for the present session, when the house met this morning the premier introduced his resolution of last year's regular session to provide for increased representation in the senate.

There is naturally much speculation as to why this course was suddenly decided upon, after the premier's contrary public statement a week ago. The measure in question was criticized when it was last before the commons, and when it reached the senate was subjected to an amendment providing that the legislation should not take effect until the close of the present parliament, when the new redistribution for the commons would also come into effect. This senate amendment the government declined to accept, preferring rather to kill its own bill. Nothing has since been heard of the measure until its reintroduction by the premier today.

Sir Wilfrid Laurier spoke briefly. He took the ground that it was only fair that the commons representation of Prince Edward Island should not be less than the representation of that province in the upper chamber. As for the representation of the west, he agreed that it should be increased. He understood that the senate had no quarrel with the merits of the measure, but had taken the ground that changes in senate representation should take effect simultaneously with changes in the commons representation, as provided by the last redistribution bill. The resolution was adopted, and the bill read a first time.

The house then went into committee of supply on railway estimates, and for the balance of the day Hon. Frank Cochrane was kept busy laconically defending Mr. Gutelius and his administration of the Intercolonial. Mr. Cochrane said the government was well satisfied with Gutelius and intended to keep him on indefinitely.

Crippled International Road's Service.

"If the policy of the government is to cripple the train service on branches it acquires, it would be better for them not to get any more branch lines," declared Pius Michaud, in complaining chiefly of what had been done to the train service on the International railway since the minister of railways took it over from Thomas Malcolm last fall. He said that the express train had been cancelled and passengers were hauled on a mixed train which was so irregular in its arrival and departure that people thought twice before undertaking a journey.

It is understood that as a result of the protest the regular passenger service is likely to be restored on the International.

Bill to Increase Western Senators.

Sir Robert Borden's resolution to increase western senatorial representation and safeguard Prince Edward Island's representation in the house of commons, was passed by the house of commons this morning with very little debate.

Sir Wilfrid Laurier stated that in amending a similar resolution last year, so that it should not come into effect until at the dissolution of this parliament, the senate had taken a course which should have been accepted.

Sir Robert stated that the question now was what action the senate would take this year, but he told A. A. McLean, of Prince Edward Island, he did not think the resolution would meet last year's fate. The legislation was generally approved by representatives from the maritime provinces before it passed.

During consideration of the estimates of the railways and canals department this afternoon, Hon. George P. Graham asked the minister of railways how the Intercolonial had stood up under the strain of war conditions.

Hon. Frank Cochrane replied that at the end of January there had been a deficit of $83,000 on the road. He stated he had endeavored to keep every permanent man working on the I. C. R. during the winter, even though there was little justification for this from a business standpoint. If he followed the practice of the C. P. R. or other private roads, he would have let out about 3,000 men. He stated that operating expenses on the road had decreased by $200,000 during the year. The car and repair shops had been kept busy repairing or manufacturing new rolling stock.

The work on the Prince Edward Island car ferry was not so well advanced as it might have been. The ferry itself was ready, but as there was a difference of $25,000 in the insurance to be paid while crossing the ocean in summer, as compared with winter, and as the piers for the termoinals had not been ready, it had considered better to save money by holding the boat back till spring.

Will Not Operate Road to Gagetown.

F. B. Carvell urged that the Intercolonial agree to operate the Gagetown section of the St. John Valley Railway.

The minister stated that the Intercolonial purposed entering into an agreement to operate the St. John Valley Railway north of Fredericton, on April 1, but that as the Gagetown section had not been completed, it would be a bad bargain to agree to operate it. However, he would give residents along this section a partial service.

Mr. Carroll, of South Cape Breton, asked when the contract of F. P. Gutelius as general manager of the I. C. R. expired, and whether or not the government proposed to renew that contract.

Hon. Mr. Cochrane said the contract was for three years and expired in May. The government, he declared, was well satisfied with Mr. Gutelius.

Mr. Carroll and Mr. Copp of Westmorland, both expressed the opinion that the Intercolonial Railway would have been as well managed by men who had grown up in the service as by an "importation" like Mr. Gutelius.

$20,000 Salary Too Much.

Mr. Copp admitted that under the present government, the Intercolonial had been extended and had provided a better service, but at the same time, he alleged that it was not managed in the interests of the railway or the people. He thought Mr. Gutelius' salary of $20,000 a year, was too high, and said that the government had allowed the general manager a private car and done everything to keep him in luxury.

Hon. Mr. Cochrane—Do not presidents of railways have private cars?

Mr. Copp said that he had no objection to Mr. Gutelius having a private car. He did not think that the manager should use the car to take him to the point of embarkation for Prince Edward Island, when he set out upon an inspection of the Prince Edward Island railway, or to bring him back from the coast to Moncton, after making the trip.

Mr. Boulay, of Rimouski, complained that there had never been on dining cars of the I. C. R. a man who could speak French. He did not go so far as to ask that the menu on the cars should be printed in French as well as in English. But he did think there should be a waiter who could translate the menu into French for the French-speaking passengers. He suggested that the maritime express which leaves Montreal at 8.45 a.m. should be held long enough to make connections with the C. P. R. train from the west. He also asked that the section of the road between Ste Flavie and Campbellton, be placed under the control of the superintendent at Levis, instead of under New Brunswick officials.

Hon. Frank Cochrane said that he had endeavored to manage the Intercolonial in a business way and in the interest of the whole people. He had tried to keep politics out of it, feeling that the introduction of politics would not be in the interest of the employees or of the public. He had laid down the rule that promotions in the service should be made for merit.

Mr. Cochrane said that he was not the first minister to be criticised for changing the system of management on the Intercolonial, and he expressed belief that no minister had ever traveled over the road so much as he.

He thought that they would find that other railways found it advisable to provide private cars even for superintendents.

Mr. Gutelius received three hundred letters a day. With a private car he could carry his secretary and they could be doing business all the time.

Mr. Cochrane said that under the present governmetn the wages of employes

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GERMAN CREW LOST WHEN U-29, ONE OF FASTEST SUBMARINES AFLOAT, WAS SENT TO BOTTOM

London, March 25, 8.55 p. m.—The British admiralty stated this evening that they thought the German submarine U-29, which recently sank four British and one French steamer in the English Channel, and damaged three other vessels, had been sunk with all hands. The text of the official statement follows:

"The admiralty have good reasons to believe that the German submarine U-29 has been sunk with all hands."

The German submarine U-29 displaced 800 tons, and was one of the largest and fastest of the German undersea boats. Two weeks ago the U-29 made a record raid off the Scilly Islands and in the Channel, being successful in sinking four British steamers and one French steamer and in damaging three other vessels.

The submarine was chased by patrol boats, but she proved too elusive for them, and when steamers tried to ram or escape her they found that the submarine was a much faster boat than her sister craft.

The German commander gave the crews of most of the steamers time to leave their vessels, and in some cases towed the lifeboats of the ships, with the crew, to passing steamers, in which they were taken to port.

ALL IS READY FOR MOBILIZATION OF ITALIAN ARMY

Departure of Austrian and German Families Reported From All Parts of the Country---A Warning to Neutrals---Now or Never, is the Cry.

London, March 25, 9.45 p.m.—A Rome despatch dated March 24, received by the Central News, by indirect route, says:

"Everything is in readiness for a general mobilization of the Italian army. Seven complete classes are already under the colors.

"The departure of Austrian and German families is reported from all parts of Italy; it is estimated that about 3,000 persons of these nationalities have left Rome. Trains from Milan and Venice to the frontier are filled with Germans and Austrians and large numbers of Hungarians have left Venice by steamer for Trieste."

Warnings to Neutrals.

Rome, March 25, via Paris, 4.28 p.m.—Certain warnings appearing in Russian newspapers after the announcement of the fall of the Austrian position at Przemysl, have attracted the close attention of Italian readers.

The refer mostly to the "dwindling chances of Austria," and say that neutral countries should seize the opportunity now presented to them.

The Birgewja Viedomosti, of Petrograd, says the capture of Przemysl is as important as would be the fall of Constantinople. Austria is doomed this paper declares, and she will be obliged to sue for peace. When this happens the intervention of countries now neutral will be most difficulty; Austria, even beaten by Russia would still find means to resist Italy and Rumania. So if these latter countries defer action, the cost later of what they desire will be just so much the greater.

Now or Never.

The Petrograd Courier says the fall of Przemysl means the neutrals must act now, or never.

The Messaggero has published an article, regarded as inspired, which intimates that Italy cannot gain her desires by an adherence to neutrality.

"The feeling in Austrian circles," this paper says, "is that the country would rather give Galicia to Russia, and so conclude a peace, than give Trent and part of Istria to Italy for the sake of Italy's neutrality. Were this done it would remove the nightmare of a Russian invasion of Austria, and leave Austria free to fight to the death against Rumania and Italy."

In conclusion the article in the Messaggero says:

"The dissolution of Turkey would compel Italy to reach an understanding with Great Britain concerning her interests in the eastern Mediterranean; furthermore, the defeat of Austria would make it necessary for Italy to act in accord with Russia and Serbia to defend her interests on the Adriatic and in the Balkans. It is our opinion that neutrality, or friendly negotiations, can accomplish nothing."

King George Pays Visit to British Fleet

Harwich, Eng., March 26, 2.07 a. m.—King George yesterday paid an informal visit to the Harwich naval station. Wearing the undress uniform of an admiral of the fleet, the king arrived on a special train in a downpour of rain.

On alighting the king shook hands with a few naval and military officers on the platform of the station. He then noticed the white duck-clad sailors in the guard of honor drawn up along the platform were without overcoats, and ordered them to withdraw immediately to shelter.

The king made a tour of the harbor, visiting the various warships and taking lunch on board the Ganges, a training ship for boys. The king showed particular interest in the repair ship, on board which he watched the artificers at work. He also inspected one of the newest of the submarines.

Later King George crossed to Felixstowe, where he saw the mine-sweepers, and witnessed a seaplane flight. He returned to London early in the evening.

Germans Joke With Refugees

The Hague, via London, March 25, 11.35 p. m.—With the parting salute: "Will see you again at London, when we march in," the Germans today permitted a party of forty-one English women and six children to leave Brussels for Holland, under the auspices of the American minister to Belgium, Brand Whitlock.

The refugees were conducted to Easchen by the American vice-consul, C. R. Nasmith, and were received and escorted over the frontier by Captain Archibald H. Sunderland, the American military attache at The Hague, and handed over to the care of a representative of the British legation.

The women and children will leave for London Saturday or Sunday. All classes are represented, nuns, governesses, domestics and commercial employes.

Many British women remain at Brussels, fearing to risk the mines on the sea voyage.

Belgian Plays Joke on German

Brussels, Belgium, March 25, via London, 3.36 p. m.—Having received orders from the German government of Belgium to keep a close watch on carrier pigeons, a zealous German commander in a commune near Brussels ordered the civil authorities to provide a census of all the pigeons in this district.

The burgomaster with a sense of humor complied not only with the number of birds but he provided each with a biography which was followed with accident and health reports. The names read like a roster of the German imperial family and the leading army officers.

This particular commune is noted for the number of its pigeons and the commandant was soon snowed under with reports which religiously chronicled the condition and the movement of the birds. He declined, however to rescind the order.

MANY GERMAN OFFICERS AND GUNNERS KILLED.

Geneva, via Paris, March 25, 11.55 p. m.—According to information from Vienna, representatives of the Turks appeared at the Austrian headquarters after the recent laconic refusal of Berlin to supply artillery officers and gunners to man the Dardanelles forts and stated that a large number of German officers and gunners had been killed or wounded in the attacks of the allied fleet, adding that the Turkish gunners were inexperienced and easily demoralized. The Turks asked for assistance, but the Austrians have not yet replied.

BOSTON OFFICIALS MAKE BIG OPIUM HAUL ON STEAMER LINGAN.

Boston, March 25—Customs guards raided the British steamer Lingan just after she arrived from Louisburg (C. B.) today, and seized $1,200 worth of opium, together with several smoking outfits.

DUTCH STEAMER SUNK OFF BEACHY HEAD BY GERMAN SUBMARINE

Dover, March 25, 11.25 p. m.—The Dutch steamer Medea was sunk off Beachy Head this morning by the German submarine U-28. She carried a cargo of oranges and was bound from Saloniki for London.

The Medea was stopped by the submarine and the crew were given fifteen minutes in which to leave the vessel. They did so, and the submarine then fired several shots at the steamer, which remained afloat for an hour. The crew rowed about in their boats until picked up by a destroyer, which brought them to Dover.

The trawler Alprecht was attacked by a submarine today. A torpedo passed within ten feet of the fishing boat while she was crossing the channel. A British patrol boat chased the submarine, which, however, disappeared.

Flying Dutch Flag.

London, March 25—(Midnight)—The admiralty in reporting the sinking of the Medea by the U-28 says:

"The ship was flying the Dutch flag and had a Dutch crew aboard. Her name 'Medea Amsterdam,' was painted in large letters on her sides. The ship's papers were taken by the Germans, who refused to return them."

RUSSIANS HAVE TAKEN 230,000 PRISONERS SINCE JANUARY 21

Petrograd, March 25—Since January 21 230,000 prisoners had been captured by the Russians in Gallcia. These include both Germans and Austrians. The Teutonic armies had lost more than 600,000 previous to January 21. The Russians have captured thirty guns and 820 machine guns in addition to those taken at Przemysl.

U. S. DESTROYER TO GUARD PORT'S NEUTRALITY.

Washington, March 25—The destroyer Warrington has arrived at San Juan, Porto Rico, to guard the neutrality of the port. The recent attempt of the Hamburg-American lines Odenwald to leave without clearance papers, under circumstances thought by port officials to be suspicious, resulted in new measures to guard against violations of neutrality there.

HEARING ON ST. JOHN CITY BILLS NEXT WEDNESDAY.

Fredericton, March 25—Next Wednesday will see an assault in force on legislature. That is the date named by Mr. Munro, of Carleton, chairman of municipalities committee, for taking up St. John bills. Delegates are coming here to the number of probably 200 or more. New assessment bill for St. John city is expected to provide a big fight, and most of the day will probably be set aside for hearing the delegation.

TURKS FEAR LANDING AT THE DARDANELLES.

London, March 26, 2.50 a. m.—The Turks greatly fear a landing of the allied troops, says a despatch to the Times from Tenedos, and have concentrated 48,000 men on the Asiatic side of the Dardanelles, and also 10,000 on the European side, near Gallipoli. The despatch adds that both forces are commanded by German officers.

Britain Declines

London, March 25.—The British government has refused the request of the United States that an American consular officer be permitted to take station at Kirkwall, in Scotland, to report on American cargo ships detained there.

RUSSIANS TAKE A STRONG POSITION FROM GERMANS IN POLAND

Are Also Driving Back the Enemy In the Mountain Passes

Petrograd Official Statement Indicates That New Forces Have Been Sent Forward by Czar's Commanders With Striking Results---Austrians Say They Have Taken Many Prisoners---Heavy Fighting in the East.

London, March 25, 10 p.m.—"The Admiralty has good reason to believe that the German submarine U-29 has been sunk with all hands."

This news, published late this evening, following as it did reports that the attack on the Dardanelles had been resumed, and that the Russians had won important victories over the Austrians in Bukowina and at Uzsok Pass in the Carpathians, gave the people of the allied countries cause for cheerfulness. An Austrian official report claims that the Russian attacks on the front, west of Uzsok Pass, have been repulsed.

The Admiralty gave no details of how or where the U-29 was sunk, but the report that she was disposed of was received in shipping circles with a sigh of relief.

It was this vessel which, just a fortnight ago, torpedoed six steamers in Bristal Channel and off the coast of the Scilly Islands within two days. Her commander, who spoke English perfectly, told one of the merchant captains of destroyed vessels, who was taken abroad the submarine, that he was the commander of the submarine which torpedoed the British cruisers Aboukir, Cressy and Hogue. If this was true, he was the man who was looked upon as Germany's most daring submarine navigator.

This makes the sixth German submarine, so far as the British Admiralty has reported, sunk, five of them at least, by British warships since the outbreak of the war, and in only one case has the British report been denied by the Germans. Besides these a French warship recently sank a submarine off the French coast, and three British merchant captains have put in claims for the rewards offered merchantmen ramming German under-water craft. One of these claims, that of the captain of the steamer Theordis, has been allowed by the admiralty and the reward paid.

The news of a Russian victory and the renewal of the attack on the Dardanelles lacks official confirmation, but comes from sources usually well informed. Russian victories are announced in private telegrams received from Bucharest, by way of Rome. These state that the Russians have won a great victory on the Austrian extreme right in Bukowina, and that with strong new forces they have driven the Austrians back in Uzsok Pass of the Carpathians.

RUSSIANS HAVE NEW FORCES.

It is thought here that the Russians, by bringing up new forces, may have succeeded in turning the Austrian right, and in reaching the Sereth river, thus getting behind the Austrian army operating in the vicinity of Czernowitz.

Big events at Uzsok Pass were expected, as both Russian and Austrian official reports spoke of heavy fighting there, and with the troops released by the fall of Przemysl the Russians might be able to despatch strong reinforcements quickly to this point.

The Russians have also resumed the offensive in the region of the Pilica river, Southern Poland, and have, according to the Petrograd statement, taken an important German position; while in the north, heavy fighting is again in progress along the East Prussian frontier, despite the condition of the ground.

On the western front, although a certain liveliness is exhibited at some points, no important action has occurred.

Reports coming across the Italian border tell of increasing preparation in that country for war, although, it is added, German diplomats have not given up the hope of inducing Austria to make territorial concessions that would satisfy both Italy and Roumania.

King George paid a visit today to Admiral Sir John R. Jellicoe's fleet.

RUSSIANS WINNING IN CARPATHIANS.

Petrograd, via London, March 25, 11.45 p. m.—The following official communication was issued this evening:

"On the front toward the west of the middle Niemen we continue to make progress.

"On the right bank of the Narew, and teh left bank of the Vistula there has been no change of importance.

"In the Carpathians our offensive on the front, in the direction between Bartfeld and Uzsok is developing with complete success. Our troops, operating under extremely difficult conditions, gained a most decisive success in the region of the Lupkow pass, where we carried by assault a very important Austrian position on the great crest of the Beskid mountains.

"Having forced a wood, which was a perfect entanglement of barbed wires, and surrounded by several layers of trenches, our infantry pushed forward to the principal position of the enemy, the men hauling the guns. After bombarding it at a distance of 600 paces they crossed deep ditches fortified with palisades and carried the enemy's works, which were strongly armed and provided with internal defences.

"The Austrians made several furious counter attacks in close rank formation, but were dispersed and partly annihilated by our fire and bayonet charges.

"Toward the morning of the 24th the enemy began a retreat on certain positions. During the day we took as prisoners about 100 officers and 5,800 men, and besides capturing several dozens of machine guns."

THE AUSTRIANS CLAIM PRISONERS.

Vienna, via London, March 25, 11 p. m.—The following official statement was issued today by the Austrian war office:

"Our troops in the Carpathians on the front west of Uzsok pass have repulsed heavy Russian attacks and the fighting continues. Recently we captured 1,500 of the enemy. Near Wyszkow the enemy's attack on the positions we captured Monday has failed.

"On the remainder of this front nothing of importance has occurred.

"In the southern theatre of the war there have been only isolated artillery duels on the Danube and the Save in the last few days. The general situation remains unchanged."

A GERMAN ATTACK BEATEN OFF.

Paris, via London, March 25, 11.27 p. m.—The French war office issued the following official statement tonight:

"The day passed calmly, and there is nothing to report, except a German attack at Notre Dame De Lorrette, which was repulsed."

GERMANS OBJECT TO ENGLISH, FRENCH AND RUSSIAN SIGNS.

Berlin, March 25, via London, 10.30 p. m.—The chief of police has issued a notice to all the Berlin precincts calling attention to the fact that trade marks, signs and inscriptions in English, Russian and French still remain on shop doors in Berlin, and ordering that all precincts report not later than April 20 that steps have been taken to "abate the evil."

"Wide circles of the inhabitants," says the order, "feel that their patriotic sentiments are injured by the regrettable lack of national consciousness evidenced by these conditions."

AMERICAN SUBMARINE SINKS OFF HONOLULU.

Honolulu, March 25—The American submarine F-4, which was submerged at 9.15 a. m. today, two miles off Honolulu harbor, has not reappeared at nightfall, and grave fears were expressed for its safety. The submarine carries a crew of 25 men, and is commanded by Lieutenant Alfred L. Ede.