

WANTS BAN ON CANADIAN CATTLE REMOVED

Donald MacMaster, K. C., will bring matter before British House of Commons today.

London, July 27.—Donald MacMaster, K. C., is putting a question to the government in the House of Commons tomorrow, asking whether, in view of the high prices of meat, the government cannot see its way to remove the embargo on Canadian cattle.

RUSSIANS HOLDING BACK THE ENEMY

(Continued from page 1) In Equatorial Africa, reports by telegraph that after a series of combats at Mousa, Besam, and Assoban, a French column occupied the important German post of Lomie, on June 25.

The column then advanced as far as Tschapostan, where it effected a junction with another French force, which occupied strong positions to the north and northeast as far as Nsanga.

The entire Nzemou region, according to the government's telegram is in open insurrection against the Germans.

French Report of Operations
Paris, July 27.—The following official communication was issued by the War Office tonight:

In Artois, in the sector of Souchez, the cannonade has become more intense. The town of Arras was twice bombarded. A fire which was started was quickly extinguished. One civilian was killed.

From the Somme to the Aisne there has been continuous activity on the part of the artillery of both sides.

In the Argonne a violent cannonade has occurred along the whole front.

In Alsace our troops yesterday achieved the conquest of a very strongly organized position which the Germans occupied at an altitude of about 450 feet above our initial trenches on the crest of the Linskopf, Schrammelle and Barrenkopf—that is to say, on a front of two kilometers (about a mile and a third). These heights dominate the principal valley of the Ficht as well as the great road from Notre Dame des Trois Eples.

"We made prisoners of several officers and more than one hundred men belonging to five different regiments."

Petrograd Report
Petrograd, July 27, via London, July 28.—The following official communication was issued this evening:

"On the Dniepr and the Niemen the situation remains unchanged. There have been cavalry outpost actions there. Southwest of Kovno, however, the enemy was repulsed beyond the Vesta river.

"On the Narva Sunday and Monday from Dobrolenka to the Novo Georgievsk region the fighting increased in energy. On the Narva the enemy was held back by energetic counter-attacks. Intense fighting occurred in the forest east of Ruzan.

"Monday evening the enemy brought up enormous reserves above Serock. On both banks of the Narva there have been successful Russian attacks, some enemy detachments being compelled to beat a hasty retreat to the region of the village of Serock. We captured one Zeppelin and 700 prisoners and several maxima. An enemy counter-attack from Constantinow was repulsed by armored motor cars.

"On the left bank of the Vistula at daybreak Monday there was a successful bayonet charge, the enemy's attempts to approach the front of the Nadaryn-Piascemo, (southeast of Bionie) being repulsed. On the Vistula and the Viespr tranquility prevails.

"East of the Viespr to the river Bug the fighting continues. In this region Monday evening large enemy forces captured a portion of the Russian trenches but were expelled from them in a subsequent counter-attack.

"On the Bug stubborn fighting is taking place in the region of Sokal and Piskurshin, where a portion of the enemy's forces crossed the river.

"On the Dniester and the Pruth the enemy has delivered frontal attacks. In the Black Sea Russian torpedo boats have bombarded German and British shipping in the Bosphorus."

German Aviators Over Calais
Paris, July 27.—A despatch to the Home News from Calais says that German aviators were above Calais this afternoon but dropped no bombs.

The NATIONAL-Canada's new Transcontinental Train.

Scenic Gems on the New Route

With the departure from Toronto of "The National" on its first transcontinental trip a new way has been opened between Eastern and Western Canada. A new steel highway created linking the Atlantic and the Pacific.

The inauguration of this great all-Canadian route marks an important epoch in the Dominion's development. A vast area of productive land, of great scenic beauty, hitherto without modern transportation facilities, is made easy of access. Its mineral, lumber and agricultural wealth can now be developed, while a new trail is created for travelers. The finest equipment that can be produced is being used in the Dominion's development.

From North Bay the steel stretches westward 215 miles, through the famed Timagami region to the Town of Cochrane. The train also skirts the famous Cobalt territory, the mines of which have produced in the last few years silver valued at a hundred million dollars.

From Cochrane to Winnipeg is practically a level run, every mile along the line is fascinating. At Winnipeg "The National" makes connection with the Grand Trunk Pacific line, which stretch clear across to Prince Rupert, thus providing the Dominion with its first all-Canadian transcontinental route.



The Fort Garry Winnipeg adjoints the "Empire" Station.

The National-Canada's new Transcontinental train in service between Toronto and Winnipeg.

Through the Canadian Rockies, en route to Prince Rupert, B.C.

The Transcontinental is the best new railway ever constructed. Here is a stretch of long, straight, level track, bedded with heavy steel rails.



The line runs through the Timagami Forest Reserve, toward N.O. Ry.

TO START BORING AT BRIDGE SITE

Important Announcement is Made by Premier Clarke re Valley Railway.

Fredricton, July 27.—Premier Clarke announced this morning that boring would be commenced just as soon as possible at the proposed bridge crossing over the St. John river at Gorham Bluff, near the Mistake.

Following their trip over the St. John Valley railway yesterday neither Premier Clarke nor Hon. Frank Cochrane had any statement to make for publication beyond expressing their satisfaction with the condition of the road and the possibilities for the development of an already large traffic, while Premier Hearst of Ontario said he had been most favorably impressed with the richness of the St. John River Valley. The Minister of Railways and party left here soon after their trip over the Valley Railway en route to Ottawa via I. C. R. and Transcontinental Railway.

The drilling work, which is now in progress, is preliminary to completing the Valley Railway to St. John at one end and Grand Falls at the other.—Fredericton Gleaner.

ASKS INJUNCTION TO STOP PROCEEDINGS OF ROYAL COMMISSION

Winnipeg, July 27.—Edward Anderson, K. C., began his argument today before the Court of Appeal for an injunction restraining the Mathers Royal Commission from further proceedings, in reversal of the decision of Mr. Justice Prendergast, who refused an injunction. Mr. Anderson took the ground that the commission was ultra vires, and therefore should not only be restrained from taking further evidence but should not be permitted to make a finding.

He made all these contentions in the interests of his clients, Thomas Kelly and Sons, contractors for the Manitoba Parliament buildings.

The counsel for Mr. Kelly's firm questioned the powers of the Lieutenant Governor of Manitoba in the matter of appointing Royal Commissions. He declared that the Lieutenant Governor of Manitoba had powers inferior to those given to the governors of other provinces, owing to Manitoba having been included in the Confederation long after the eastern provinces.

Mr. Anderson's argument will likely be finished tomorrow morning, when C. P. Wilson, K. C., will present his argument against the injunction being granted.

TURKS WOULD WELCOME PEACE

Official Denies, However, Porte Will Sue for Separate Peace—Minister of Justice Under Operation in Geneva.

Geneva, via Paris, July 27.—Nedjemken Effendi, the Turkish Minister of Justice, who came to Switzerland last week by way of Vienna, has been operated on for appendicitis at the hospital of Dr. Roux in Lausanne. An attempt by the Associated Press to secure an interview with the minister concerning the situation in Turkey brought forth a note from Nedjemken that he was ill and unable to discuss his country's affairs.

The correspondent, however, talked with Fassung Effendi, who is minister with Nedjemken, and who gave denial to reports that he and Nedjemken were here, invested with official powers, to open separate peace negotiations with the Triple Entente powers.

"Turkey did not desire this war," said Fassung Effendi, "and would gladly see the arrival of peace, but all recent rumors concerning Turkey seeking a separate peace are untrue."

Asked what was the object of the visit of himself and Nedjemken, Fassung Effendi said that it was due primarily to the necessity of an operation on Nedjemken and secondarily that they might spend a holiday in Switzerland with Nedjemken, and who gave denial to reports that he and Nedjemken were here, invested with official powers, to open separate peace negotiations with the Triple Entente powers.

"After his arrest I heard Captain Pedersen say that he tried for seven minutes to trim the steamer but could not get water into the ballast tanks fast enough. I don't believe that Captain Pedersen realized the danger until the final plunge came."

Mr. Lynn, assistant harbor master, testified that he saw the dangerous list of the steamer and called the police and the fire departments, returning to the wharf to see passengers leaping from the docks to the river.

Mr. Lynn said that he saw many of the crew on the wharf side while the ship was careening.

ATTEMPTED TO BURN WHEAT AT SEAFORTH

Seaforth, Ont., July 27.—German sympathizers are blamed for what is considered a deliberate attempt to burn a warehouse of the Osgillie Milling Company, containing 20,000 bushels of wheat, here at noon today. The fire was discovered by workmen, who on investigation found only waste scattered under the building. There was little damage.

SAYS EASTLAND CARRIED TOO MANY

Chicago Harbor Master Tells Jury Ill-fated Pleasure Craft Should Not Have Carried More than 1,200.

Chicago, July 27.—At the inquiry into the capsizing of the steamer Eastland, Harbor Master Wecker testified that he arrived at the Eastland's wharf twenty minutes before the steamer was due to start and saw that the boat was listing to port. He said he called to Captain Pedersen of the Eastland to trim the vessel, shouting that he would not open the Clark street bridge until the boat was righted.

Mr. Wecker said the captain tried to right the ship, but seemed unable to take water into the ballast tanks fast enough. The harbor master stated the captain should have been able to fill them in from three to six minutes, if nothing had been wrong with valves.

"I never saw the Eastland loaded so heavily as it was Saturday morning," said Mr. Wecker. "The boat first listed about seven degrees, then came back slightly and again started over, and kept on going. A boat that is difficult to handle under all circumstances is known as a cranky boat and I have noticed the Eastland to be cranky constantly."

"I don't think that the Eastland should have been allowed to carry more than 1,200 passengers, because it did not have enough draft and stability to carry a larger load. Only last Tuesday I told Captain Pedersen that his boat needed trimming, as it was constantly travelling on its ears. He said that the twin screw kept the Eastland on an even keel while under way."

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COURT RULES MAYOR OF MONTREAL HAS RIGHT TO APPEAL

Montreal, July 27.—Proceedings in the contempt of court ruling against Mayor Méric Martin and Controller E. Napoleon Hébert and Thomas Côté will not come on until the September sitting of the Superior Court. Counsel for Mayor Martin this morning appeared before Mr. Justice Monnet in that court and successfully claimed the right to appeal from the decision of Justice Lafontaine, who ruled yesterday that the mayor had not the right to appeal under the court's ruling, finding him in contempt until he was sentenced. Counsel for Controllers Hébert and Côté were successful in a claim that their cases should stand over with that of the mayor.

Mayor Martin and the two controllers were ruled in contempt of court for disregarding an injunction and preparing a franchise agreement with the Montreal Tramways Company. The injunction had been granted a ratepayer who alleged scandal and graft in the giving of a thirty year franchise to the company.

BERLIN REPORTS LOSS OF FRENCH SUBMARINE

Destroyed by German Under-seas Craft in Narrows of Dardanelles.

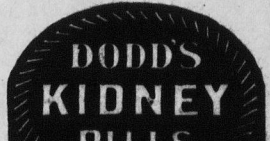
Berlin, via Sayville, July 27.—The French submarine Mariotte was destroyed by a German submarine on July 26, in the Narrows of the Dardanelles according to a despatch from Constantinople to the Mittag Zeitung. Thirty-one members of the French submarine's crew were captured.

The Narrows, where the engagement between the French and German submarines took place, is about midway in the Dardanelles Straits between the Aegean Sea and the Sea of Marmora. They are fifteen miles from the entrance to the straits.

The French submarine Mariotte was built at Cherbourg in 1911. The vessel displaced 615 tons when submerged and was 215.7 feet long; she was fitted with six torpedo tubes and was capable of travelling 15 knots on the surface and 10 knots when below.

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SUBMARINE RAID ON BRITISH SHIPPING CRAFT

Nine Trawlers Sunk by Enemy off Coast of Scotland—Crews all Escaped.

London, July 27.—Apparently determined to demoralize the British fish supply as much as possible two German submarines have appeared suddenly among the fishing fleet off the north coast of Scotland, and by shell fire sank nine trawlers, the Roslyn, Celtic, Cydora, Gadwell, Strathmore, Honoris, Cassie, Hermione and Sutton.

In each case, in spite of a vigorous shell fire from the German under-water boats, the crews of the fishermen escaped without injury, although the men on the Honoris and the crew of the Sutton drifted in their open boats for forty and forty-five hours respectively before being picked up. All the men were landed safely today. Many other fishing vessels have been forced to take refuge in northern harbors.

Some of the fishermen declare that the Germans on board the submarines spoke good English. In one case they shouted out to the British sailors: "We have nice little torpedoes here for Winston Churchill and Foreign Secretary Sir Edward Grey."

Danish Steamer Sunk
Copenhagen, via London, July 27.—The Danish steamship Noglil, bound from Gothenburg, Sweden, for the River Tyne, and laden with railway ties, has been sunk in the North Sea by a German submarine. The crew

BLACK KNIGHTS WILL PRESENT MACHINE GUN

Election of Officers Takes Place Today at Winnipeg Convention.

Winnipeg, July 27.—Very little information as to the day's activities of the Grand Black Chapter of British America was given out by the press committee tonight. The most interesting announcement was that decision had been reached to present a machine gun to the Canadian overseas forces.

The election of officers, which was to have taken place today was postponed until tomorrow.

During the afternoon Mayor Waugh of Winnipeg attended and addressed the Black Knights. His address was responded to by Judge Scott of Perth, Ont. This evening all matters of business were laid aside and the visiting delegates were the guests of the Ladies' Orange Benevolent Association at a dance.

Tomorrow evening the Grand Orange Lodge of Manitoba will tender a banquet to the Black Chapter, the Orange Lodge and the L. O. B. A., while on Thursday the Grand Orange Lodge will open its session.

The election of officers, which was to have taken place today was postponed until tomorrow.

The name Noglil does not appear in available maritime records.

NIGHT IDENTIFIED MARINER

Nearly 400 of Those Aboard Steamer When She Capsized Are Missing.

CORONER'S JURY BEGINS INQUIRY

Witness says there was ample time to empty boat had warning been given.

Chicago, July 27.—With the taking of testimony by the coroner's jury, the first open investigation into the capsizing of the steamer Eastland started today. At the same time investigations were being conducted by the state grand jury, the federal authorities and the city council, while the State Public Utilities Commission issued an announcement that it would not conduct an investigation as it had planned, the reason given being that the matter was fully covered by other investigators.

Secretary of Commerce William C. Redfield arrived today and took up what he promised would be a thorough inquiry. He said he welcomed the most searching investigation possible and that if an inspector were at fault no one was more interested in it than he.

The funerals of the victims continued to be held today, although the great majority will be buried tomorrow.

The work of searching the river and the Eastland's hull for bodies continued with unabated energy today.

At noon the official list of dead and missing was:

Identified dead, 822.
Unidentified dead, 5.
Missing, Western Electric Company list, 393.
Total, 1,220.

The first witness to arrive at the coroner's inquest were members of the crew of the steamer, under guard of policemen. No charge has been formally placed against the men, who are being detained as witnesses.

The coroner's jury was empaneled last Saturday and later inspected the steamer and the bodies of the victims.

Representatives of State Attorney Hoyne, owners of the steamer, and scores of lawyers who appeared in behalf of various interests, occupied seats near Coroner Hoffman.

The first witness called was Robert Moore, a passenger on the Eastland. Moore said he arrived at the Eastland at seven o'clock in the morning and was on the boat when it overturned. He was asked by Coroner Hoffman to describe what he saw.

"As I went on board I saw a great quantity of water rushing out of a pipe on the side of the boat. The first sign of listing I saw at about 7.15. I was on a rail on the second deck and the refrigerator in the bar tipped over. There was eight or ten minutes interval between the time the boat began listing badly and the time it finally overturned."

"There was ample time, I think, to have emptied the boat had the warning been given."

"There was no warning. When the boat went over I was thrown into the water and was rescued with a number of others."

The witness said that all the decks were crowded, particularly the upper deck, and declared positively that there was no rush across the deck before the boat overturned.

"There was no excitement," said the witness, "until the list became dangerous."

WATER WAS BAD. GOT DIARRHOEA.

Change of water, change of diet, catching cold, eating unripe fruit, etc., are all causes of diarrhoea.

The safest and quickest cure for diarrhoea, dysentery, colic, cholera, cholera morbus, cholera infantum and all looseness of the bowels is Dr. Fowler's Extract of Wild Strawberry.

Mr. W. J. Quinn, Shelburne, Ont., writes: "About two years ago I was out in the West for harvest. The water out there was so bad that I took diarrhoea, and became so bad I was not able to work. I procured a bottle of Dr. Fowler's Extract of Wild Strawberry, and when I had taken half of the bottle the diarrhoea stopped, and by the time I had taken the entire bottle I was able to resume work. I sincerely recommend it to all those troubled as I was."

There are a great many imitations of "Dr. Fowler's" on the market, so see you get "Dr. Fowler's" when you ask for it.

The diarrhoea remedy that has been on the market for the past 70 years.

Manufactured only by The T. Millers Co., Limited, Toronto, Ont.
Price, 35c.

MATINEE TODAY OPERA HOUSE TONIGHT
JERE MCAULIFFE AND HOMAN MUSICAL REVUE
THE BEST SHOW OF THE SEASON
Entire Change of Program Tomorrow
"O'Reilly at the Midnight Cabaret"
Nights 10-20-30c MATINEES 10-20c Children 5c

IMPERIAL THEATRE TODAY
The Dainty and Magnetic Star
MARGUERITE CLARK
In a Bewitching Characterization
"WILDFLOWER"
By Mary Germaine
IN THIS SWEETEST OF ALL PLAYS
Little Miss Clark is at her very best. From one end of filmdom to the other, wherever motion pictures are shown, she has made herself famous in this characterization. Many of the largest theatres repeated the photoplay more than once. The story is so pure and natural, the action so much in keeping with the story. A drama of the lights and shadows of the sun-kissed forest and the depths and shallows of human life "Wildflower" will make a lasting impression, will create a demand for more and still more of such delightful little tales.
Miss Clark is supported in this play by Harold Lockwood, James Cooley, E. L. Davenport and Jack Pickford.
SOUVENIR PHOTOS OF MISS CLARK
Thursday Afternoon
SPLENDID ACROBATIC VAUDEVILLE
Another Pictorial Weekly and Color-Views

A Contest for Boy Scouts
All boy scouts and girl guides are expected to be able to draw a little at least. Now I am going to give you a chance to show how much you really do know. Make a careful drawing of an aeroplane, on a piece of paper not less than 10 inches by 8 inches. Use pen and ink, and if you wish colors. When completed attach the scouts' contest coupon, correctly filled in, to same, and forward to Scout Editor, The Standard, St. John, N. B. All sketches to reach this office not later than Thursday, July 29th, 1915. A valuable book of interest to scouts will be awarded for the best drawing.

STANDARD COMPETITION For Boy Scouts and Girl Guides
Full Name
Address
Name of Patrol.....
July 27th. Coupon.....