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## GREAT BRITISH ADVANCE IN GREAT FLAUNDER IS SUCCESSFUL

### FIELD MARSHAL HAIG IN TERRIFIC DRIVE PENETRATES HUN POSITIONS ONE MILE

British Capture Several Villages and More Than 2,000 Prisoners in General Attack Along Eight Mile Front Between Ypres-Comines and Ypres-Staden Railways.

GERMANS EXPECTED GREAT DRIVE AND MADE MOST STUBBORN RESISTANCE

Haig's Men Attain Whole of Objectives and Capture Hamlet, Veldhoek, Zevenkote and Portion of Polygon Wood—Russians Drive Back Enemy on Riga Front.

Another concentrated effort by Field Marshal Sir Douglas Haig, the British commander-in-chief, to break down the German defences east of Ypres is under way. A British drive along a front of eight miles between the Ypres-Comines and the Ypres-Staden railways was started at dawn Thursday morning.

At nightfall the British commander reported the occupation of important positions, the capture of more than 2,000 prisoners and the infliction of heavy casualties on the Germans.

**Tremendous Barrage Fire.**  
Heavy artillery preparations for days had been going on and extensive raids in anticipation of a tremendous infantry assault, and when the British left the trenches they were preceded by a row upon row of barrage fire, reaching into the German lines to a greater depth than on any previous occasion. Concrete roads, hundreds of machine guns, barbed wire entanglements and marshy ground faced the British in their storming operations, but the heavy guns had cut down many of the barriers and the British went forward steadily, gaining all the objectives laid down in the plan of operations for the first day and penetrating the German lines in places for a mile or more. The official report from Field Marshal Haig characterizes the result of the day's battle as a great success and the Associated Press staff correspondent at the front declares that if the British maintain the positions to which they have advanced "they will have accomplished one of the most remarkable and most important achievements in recent months."

**Germans Prepared.**  
Strong German forces had been assembled for the purpose of holding back the British troops in this most important sector, as the tremendous bombardment which had been going on daily, several times reaching drum-fire intensity, presaged a determined effort to break through, and the German resistance at many points was of the fiercest nature. The weather is reported favorable for the continuation of the battle, and as the visibility is improving, the flying men are taking a prominent part, both in the way of observation, air fighting and attacks upon the enemy infantry and batteries.

On the French front, no important fighting is reported except a German attack southeast of Cerny, which was checked by the French line, and French attacks near Hill 344 and east of Samogneux, which broke down without success, according to the Berlin war office.

**Russians Resisting.**  
The Russians are determinedly resisting the attacks of the Teutonic allies on the Riga front. After a strong infantry attack of the Germans in the direction east of Lemberg, Lett troops organized a daring counter-attack, which, with the energetic co-operation of the artillery, drove the enemy back with heavy losses.

In the Oczka region, on the Roumanian front, the Germans by a counter-attack, forced the Roumanian troops to abandon positions they had previously taken from the Teutons. In the Caucasus region, battles between the Russians and Kurds continue in a freezing temperature, with the snow four feet deep in places.

**Two Thousand Prisoners.**  
German captives have been captured by the British, according to the official report tonight, in the Flanders drive. Field Marshal Haig's official report says North Country and Australian battalions penetrated the German positions in the centre to a depth of over a mile and captured the whole of their objectives, these included Hamlet, Veldhoek and the western portion of Polygon Wood. Further north Zevenkote was captured and also a few guns.

London, Sept. 20.—British troops and reported to have penetrated the German positions in their offensive on the Flanders front as far as the Zonnebeke-Gheluvelt line, Reuters's correspondent at British Headquarters telegraphs.

"At the time the correspondent's report was despatched the Germans had launched no counter-attacks. They were massing in certain places, however, where the British guns were bombarding them."

"The British penetration has reached the depth of a mile which, considering the character of the ground in this sector, is a wonderful achievement," the despatch adds. It characterizes the result of today's attack as a "fine success."

The text of the report from Field Marshal Haig tonight follows: "Our attack this morning east of Ypres was made on a front of about eight miles between the Ypres-Comines Railway and the Ypres-Staden Railway. Great success attended our troops and positions of considerable military importance have been won. Heavy casualties were inflicted on the enemy."

**Berlin Report.**  
Berlin, Sept. 20, via London.—The war office today reported a formidable drive on the Flanders early this morning, followed at daybreak by strong British attacks on a broad front. The report from headquarters this evening on the British attack says: "The battle in Flanders is still in full swing on the British front. The German attack on the Flanders front, in the forest part of our defensive zone, bitter and lasting fighting has taken place since morning."

**34 ARE KILLED IN EXPLOSION**  
Munitions Factory in Cologne, Germany, Blows Up.  
London, Sept. 20.—A despatch to the Central News Agency from Amsterdam says thirty-four persons have been killed and 34 others injured as a result of an explosion in a munitions factory at Cologne.

### A HISTORIC PARLIAMENT IS NO MORE

Important and Valuable Legislation Adopted at Exciting Sessions.  
HOW THE BRITISH EMPIRE WAS AIDED  
Striking Feature Was Remarkable Cleavage in Liberal Party.

Ottawa, Sept. 20.—Sir Robert Borden saw today the close of the first parliament of his Premiership, a parliament which obtained in the history of Canada, called upon to deal with the greatest war in the experience of men, the lengthiest of all our parliaments, and remarkable for domestic legislation made in advance of its predecessors. The five year term, which obtains in Canada, was extended for one year. In some respects that which closed today was the most remarkable of the seven sessions.

**Compulsion Necessary.**  
The government decided that it was necessary to play her part adequately in the battle of the nations there must be compulsory military service, which after a spirited opposition was passed after a bitter struggle. Sir Wilfrid Laurier led the opposition to the measure, but in doing so lost the support of the majority of the English speaking Liberals. Only three members from constituencies west of the Ottawa River voted against the bill. This provided the greatest exodus from the ranks of the Liberal party the Canadian parliament has seen.

**War Election Act.**  
In connection with war legislation there was the war time election act which after a spirited opposition during the last few days by the Liberal senators and members from Nova Scotia only passed during the last moments before the Governor-General came to perform the obsequies upon the twelfth parliament. It is remarkable in that it disfranchises citizens of alien enemy origin who have become British subjects since 1902, and also that for the first time in the Dominion women are to be allowed to vote in federal elections. Near relatives of the soldiers overseas are given this right. There was the military voters act which gives to every member of the Canadian expeditionary force the vote, a measure rendered necessary because of the failure of the existing legislation to provide for the registering of voters who may be out of the country when an election is held.

**Canadian Northern Act.**  
Far exceeding all other domestic legislation in importance was the step taken to nationalize the Canadian Northern Railway, thus committing the country to a vast scheme of public ownership, which seems destined to be added to as the years go on. With Ontario's Hydro Electric project and the Dominion's railways, as well as the telephone etc, or other provinces, public business in Canada is now to a large extent associated with public ownership. The twelfth parliament began after the election of 1911 when Sir Robert Borden was returned to power with a majority of over forty.

The first session was strictly domestic in the effect of its legislation. There was the aid to agriculture, which was of the supreme importance.

### FOOD SITUATION IS DANGEROUS EVERYWHERE

London, Sept. 20.—Inauguration of new food economy campaigns in Great Britain was announced today by Baron Rhoads, the food controller.

"In 1915 the Trades and Labor Congress of Canada, at the annual convention held in Vancouver, declared an unqualified opposition to the adoption in Canada at this juncture of the method of securing men to fill the ranks of the Canadian forces for overseas service."

### AN INDUSTRIAL CONSCRIPTION IS OPPOSED

Trades and Labor Congress Adopts Resolution Embodying Its Views on Military Act by Vote of 136 to 106.

Ottawa, Sept. 20.—At the evening session of the Trades and Labor Congress tonight, after two or three amendments had been voted upon and lost, the Congress finally passed the following resolution by a vote of 136 for to 106 against, adopting the report of the executive council with the amendment of the committee on officers reports, indicating the attitude of organized labor in Canada on the conscription issue:

"That measure is now law and as such contains provisions that impose heavy penalties upon all and sundry who make use of any form of opposition to the principle that might frustrate the carrying out of effect of the act now in existence. While the Congress cannot stultify itself to this principle of either withdrawing or contradicting this year its firm and carefully thought out views on conscription as embodied in the resolution of 1915 and 1916 still, under our present form of government."

**China Offers 300,000 Men**  
Peking, Sept. 16.—(Delayed)—An announcement was made in government circles today that the Chinese cabinet, provided the government approved, was willing to send 300,000 soldiers to France in compliance with the French request.

An appeal has been made to the United States to aid China as the Entente Allied powers were helped, financially to equip her troops.

At the Chinese foreign office today it was stated that the Japanese had agreed to evacuate the Manchurian troops of Tientsin which they had occupied after a clash between Chinese and Japanese soldiers had broken out. Up to the present, however, Japanese soldiers still are in possession of Tientsin.

### THOUSANDS OF BELLS AND WHISTLES GREET RAISING OF QUEBEC BRIDGE SPAN

### PARLIAMENT PROROGUED YESTERDAY

Liberal Members from Nova Scotia Complain of Grit Amendments.  
MADE TO FRANCHISE BILL IN SENATE  
The Department of National Service Has Gone Out of Existence.

Ottawa, Sept. 20.—(Canadian Press)—Parliament has prorogued. Shortly before six o'clock when some final questions were being put as to the administration of the finance bill, the Black Rod summoned the members of the House to the Senate and in a few moments the session was at end. The speech from the throne was read by His Excellency the Governor General, of Nova Scotia members in the House made a final complaint against the Senate amendments to the franchise bill. Mr. A. K. MacLean termed the principle of the legislation "abominable" and Mr. Sinclair asserted that the Senate amendments were a piece of partisan injustice. In reply to this Hon. A. Meighen claimed that the amendments had been prepared by Liberal members in the Senate and consented to by Conservatives.

Just before prorogation R. B. Bennett informed the House that the department of national service had ceased to exist and sketched the work accomplished in regard to registration.

**Australian Soldiers.**  
Sir Robert Borden, replying to a question asked by Hon. Charles Murphy, said that so far as the cabinet had ascertained no steps had been taken by the Australian government to bring back home the first fifty thousand Australians sent to take part in the war. Sir Robert said that the matter had been brought up in the Commonwealth parliament but that no action had been taken.

Mr. Murphy then asked if any such action had been taken in regard to Canada's first expeditionary force.

**More Questions.**  
Hon. Rodolphe Lemieux asked if Deputy Speaker Rainville represented the attitude of the government in the letter to its constituents, read in the House yesterday in which he stated that the sons of farmers would be exempted from military service.

The Prime Minister repeated his statement of yesterday that the Military Service Board had not yet presented its regulations to the governor in council for approval.

Mr. E. Froulx asked if it was the intention of the government to appoint a medical examiner for each county.

**Mighty Engineering Operation Achieved Yesterday After Fifty Years of Effort—The Largest Bridge Structure of Kind in the World and Will Connect Atlantic and Pacific by Railway.**

**St. Lawrence Closed to Navigation for Five Days Now Open—5,000 Tons of Steel Raised 150 Feet—Will Be Several Months Before Trains Can Run Over Structure.**

Quebec, Que., Sept. 20.—After working since Monday the centre span of the Quebec cantilever bridge was bolted in place this afternoon and communication over the St. Lawrence between the north and south shores established. When lifting operations were begun this morning the span had thirty feet to travel, and it did the trip without trouble. The operations were conducted under weather conditions that were the worst since the hoisting began, a nasty, puffy wind blowing clear on to the span at a pace that increased from twenty-five miles an hour to over thirty. The test on the span was the greatest since it left the pontoons as it swayed an inch and a half.

**Quebec Celebrates.**  
Tonight Quebec celebrated the completion of the bridge that is to put it on the direct route of trains passing over the Transcontinental Railway from the Atlantic to the Pacific.

The planning of the central span to the hangers that are to permanently support it marks the successful accomplishment of an engineering feat without equal in the annals of cantilever bridge building and gives to Canada the credit for possessing a structure the largest of its class in the world.

After the men adjourned for lunch today, with only a scant eight feet to be hoisted, the excitement among the spectators of the dramatic engineering effort was intense. Inch by inch the span rose till the floor was level with that of the two cantilever arms.

**Thousands Fascinated.**  
Fascinated thousands watched the connecting of the links that hereafter are to bear the weight of the span. This was done by the driving of eight giant pins through the eye holes of the hangers. The workers on the bridge waited patiently until these pins were in place, then half a dozen of them started a race to see who got across the span to the other side first. The crowd saw the running figures and a ripple of applause broke out. As the engine of the Canadian marine department floated out from the span, indicating that the river was again open for traffic and that the bridge might be considered as officially completed, as far as the main work was concerned, the cheers developed into wild shouts. From the floor of the bridge locomotives tooted hysterically and the whistling was gradually taken up by the river steamers and carried down to Quebec. Listeners in the city quickly caught the distant sounds of the demonstration and almost unanimously thousands of bells began to clang, while the streets were transformed by the hunting that people hurried to hang out the moment it was known for a certainty that the spanning operations had been successful.

**Officials Were Cheered.**  
The little band of officials who have stuck constantly to the bridge during the crucial hoisting operations, including Phelps Johnson, president of the St. Lawrence Bridge Company, and G. H. Duggan, chief engineer, and G. F. Porter, engineer of construction, and the members of the Dominion Government Bridge Commission, Col. C. M. Montserrat, H. P. Borden and Ralph Modjeski, were surrounded by the bridge workers and loudly cheered. Mr. Porter being chaired. As they came off the bridge the crowd on the river banks surged around clapping their hands. A specially warm reception was accorded Rev. Father McGuire, the priest of the Silvery church, who so many of the bridge workers attended, who blessed the span, rode up to the bridge site and saw it bolted in place this afternoon.

A rapid transformation took place construction.

**Navigation Resumed.**  
Almost immediately the bridge was completed hundreds of craft appeared until the stream seemed alive with them. All rushed to get under the span first, the honor finally falling to a disreputable looking little tug that signalled its triumph with a series of car-splitting whistles. After them came a number of ocean-going vessels who steamed easily under the span. In the course of an interview with newspaper men, after the completion of the spanning work, Col. Montserrat, who was heartily congratulated with the other members of the government commission by a number of enthusiastic people who gathered in the Chateau Frontenac, said that what remained to be done on the bridge to fit it for traffic, should not take long. He remarked that the hanging of the span today sufficiently vindicated the views of the bridge engineers that the method used was the most effective and economical way of raising the span.

**Fifty Years of Effort.**  
The Quebec cantilever bridge scheme, the largest of its kind in the world, is a reality after fifty years of effort, during which one bridge collapsed when nearing completion and the prototype of the central span which has now been fitted into place fell into the river. The hazardous enterprise, calling for the lifting of over 5,000 tons of steel through 150 feet of air upon four hydraulic jacks operated by compressed air, was carried through without a serious hitch.

The last hours of raising today were probably the most anxious the engineers experienced after the span had travelled up beyond the distance at which disaster was met last year and after it had been demonstrated that the ambitious method of getting the giant link into its final position was perfectly feasible. The only thing the engineers have had to guard against was wind.

While the actual completion of the structural portion of the bridge can now be considered as complete it will be some months before trains can run over it. The bridge will be turned over to the gang of men who will be permanently employed upon it. This gang will consist of railway workers and painters. The latter will have a steady job. It will take three years to paint the bridge at a cost of \$35,000 and when the men have finished at one end they will start again at the other.

Ottawa, Sept. 20.—Delegate Watkinson, of Toronto, and two other delegates to the Canadian Trades and Labor Congress, last night had a busy retreat from a lunch shop, from rough handling by returned soldiers, after Mr. Watkinson had declined to state his views on a rapid transformation took place construction.