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FEAR STRIKE TALK  
IN THE REICHTAG

Grounds for Refusing Demand That Sessions be Held to Discuss Situation Says the Berliner Tageblatt—British Airmen Imprisoned for Dropping Hostile Proclamation in Germany

London, Feb. 2.—A demand that the German Reichstag be summoned to discuss the strike was made by the Vorwaerts in a leading article Friday, an Exchange Telegraph Company despatch from Copenhagen Friday says, The Berliner Tageblatt, it is added, declares that the Reichstag will not grant the wish of the Socialists and summon the Reichstag, as the Radical elements would only be given an opportunity to preach strike propaganda in parliament. One of the leaflets which was circulated in Berlin and helped to cause the strike in Germany has been obtained by the Amsterdam correspondent of the By Express. The leaflet calls the government's expressed desire for peace by a mask, and declares that the only way to end the misery and the whole massacre is to overthrow the present government and establish a republic. The leaflet says further—"Only by rising en masse, only by a general strike that shall put a stop to all industrial activities, and especially the war industry, only by a revolution and by wresting from the hands of tyrants a democratic republic for Germany can a halt be called to the international butchery and a general peace be brought about."

"Workers! Let us prepare for an immediate, stiff-necked and determined action en masse. This is the only way to end the torment and misery we are suffering. The battle cry must be 'down with a separate peace.' Delay no longer, German workers, men and women alike, but act and act with vigor, spacing none. Above all, we must not delay. Now is the time to strike a formidable blow."

The same correspondent sends an excerpt from an editorial in Vorwaerts, which appeared again Friday after being suppressed. The Vorwaerts says:—"We do not want the disruption of Germany of civil war. We want the stand of the majority of the people. It is a simple question of those who want peace by night and those who want peace by understanding."

**BROKE THROUGH  
FORTY MILES OF  
SOLID SEA ICE**

Government Steamer Carries Much Needed Supplies to the Magdalen Islands—Still Need Oil and Gasoline

Charlottetown, P. E. I., Feb. 2.—H. H. Acorn, of Souris, agent for the Magdalen Islands Steamship Company, has arrived here on his return from the islands. He went down there on the D. G. S. Stanley, sent by the government with a cargo of foodstuffs from Pictou and Souris. She reached there on Saturday last, after battling two days and nights with solid, heavy field ice, from one to three feet thick, for a distance of forty miles.

The ice was encountered after leaving East Point, and extended in an unbroken field, without a lead or a crack, as far as the eye could see. It was so heavy in places that the steamer could not go more than half her capacity without backing there she stuck so hard that the crew were obliged to use sledge bars for more than an hour to release her, and on Friday afternoon she covered only six miles in three hours.

Fully 600 people gathered at the breakwater at Amherst Island to greet the Stanley with cheers, and see for the first time an ice-breaker in action. The cargo was discharged on Saturday, and the steamer sailed for Monday morning, arriving there Monday morning.

Mr. Acorn reports that the islands are now well supplied with food and fuel, but there is a great shortage of kerosene oil. Many families are now without lights in their homes, except for cases of sickness, whilst none will be able to use more than one light during the winter. There is practically no gasoline on the islands, and the fishermen will be greatly hampered in their spring's work. In fact no fishing can be attempted to any extent until a supply arrives.

There are now 100 drums of gasoline at Pictou and sixty-four at Souris, awaiting shipment, but these could not be carried on the Stanley without spoiling the flour, meat, etc., which formed the bulk of the cargo. The people are also in need of a large quantity of stock for repairing their boats and fishing gear. This stock is still held over in Souris. The people are hoping for another trip in the early spring.

**ATHLETIC EXHIBITION.**  
An athletic exhibition is to be given in the Y. M. C. I. gymnasium next week under the supervision of the physical director, Joseph McNamara. A programme of indoor sports has been arranged and will include short distance races, standing and running jumps, potato races, pull-ups and many other feats of interest. A large number of members have expressed their intention of competing and all indications the event will be a grand success.

**MRS. MANCHESTER'S FUNERAL.**  
The funeral of Mrs. James Manchester took place this afternoon from Stone church. Services were conducted by Rev. G. A. Kibbing. Interment was made in Fernhill. The funeral was attended by a large number of friends and citizens generally. As a mark of respect, the stores of M. R. A. Ltd., were closed this afternoon.

AIRCRAFT BOMB  
ENEMY HANGARS

Several Direct Hits by British Cause Fires  
SEVERAL TRENCH RAID

German Prisoners Captured During January Total 171—Latest Activities Add to the Number—Enemy Attacks Repulsed

London, Feb. 2.—The admiralty announced last night that naval aircraft at noon Wednesday bombarded three groups of sheds housing the West-Prussian air force, Belgium. Several direct hits caused fires.

On Western Front.  
London, Feb. 1.—The British official communication issued this evening says: "Under cover of a thick fog the enemy raided one of our posts yesterday in the neighborhood of Ypres-Staden railway. A few of our men are missing. Another hostile party attempted early last night to approach our positions west of Ghelvelot, but was driven off."

"During today our patrols brought in a few prisoners from different points. During the month of January we captured 171 German prisoners, including four officers, and also seven machine guns and three trench mortars."

More Raids.  
London, Feb. 2.—During the night a party of Liverpool troops successfully raided the enemy's trenches south-east of Arras, and brought back prisoners. The war office reports: "A raid attempted by the enemy north of Passchendaele was repulsed."

"Montreaux" is Sunk.  
London, Feb. 2.—The steamship Montreal has been sunk in a collision. There were 4,800 tons of cargo on board, which took off the crew. The other vessel in the accident sustained little damage.

There are two British steamers named Montreal. One, of 4,844 tons, is owned by the Canadian Pacific Railway Company, and its port is London. The other, of 4,800 tons, is owned by the Canadian Steamship Lines, and its port is Montreal.

There is a French steamer Montreal, of 4,800 tons. Her port is Havre.

Paris, Feb. 2.—Cardinal Amette, Archbishop of Paris, has issued a protest against the recent raid by German airplanes. He says they "constitute veritable assassinations without military utility."

Two military medals and six war crosses have been awarded to workers in the coal mines of the Ruhr district at their posts throughout the raid. Three of the war crosses were given to women.

**CITY COMMISSIONER  
IN BOWLING MATCH**

The weekly prize offered for the one making the highest score on the Y. M. C. I. bowling alley is creating considerable interest and competition among patrons is very keen. A few nights ago Joseph Harrington of the Sparrows topped over 120 pins and sent away contented that he had secured a good hold on the box of cigars. Yesterday, however, Commissioner McAvity was invited to try the alley, and after removing his coat, started in to demonstrate how the star candle pin crista establish records. Spare followed spare and when the string was totalling up it was found that he had not purchased a cigar today, and he was to try out the new brand tonight.

**FREDERICKTON SKIPS  
FOR ST. JOHN MATCHES**

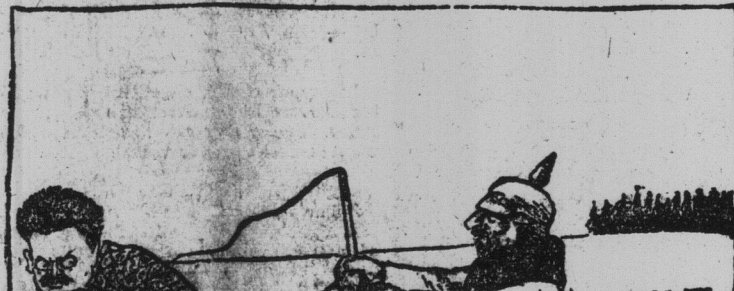
Frederickton, Feb. 2.—Skips selected by the Frederickton Curling Club for the matches in St. John next week against the Thistles and the Centon Club, are as follows: Robert Fitzrandolph, S. D. Simmons, A. S. McFarlane, F. P. Hatt, T. A. Wilson, H. B. Colwell with T. A. Belmore as substitute skip.

**\$10 DAMAGES FOR  
DEFAMATION OF CHARACTER**

Montreal, Feb. 2.—Ten dollars damage was awarded by Mr. Justice Archer in the superior court here yesterday to Wilfrid Brodeur, formerly secretary-treasurer of the School Commission of Ste. Madeleine, Outremont, who sued J. P. Desrosiers, a former school commissioner, claiming damages for defamation of character.

**MAINE CENTRAL OFFICES  
DAMAGED BY FIRE**

Portland, Me., Feb. 2.—The train dispatching force of the Maine Central Railway was driven out by a fire which damaged the company's office building in St. John street early today. They were enabled to resume their work in the nearby offices of the Boston & Maine Railroad with little interruption. Officials of the company believed the fire was caused by crossed wires. They estimated the loss at \$80,000.



THE KAISER'S IDEA OF TROTSKY.

Leaders Were Enlisting Men To Aid Kaleidines

**COUNTER PLOT  
IS UNEARTHED  
IN PETROGRAD**

Leaders Were Enlisting Men To Aid Kaleidines

**BOLSHEVNI SUGGESTS  
Have Captured Oreburg—Steps To Secure Foreign Recognition—Finish Government Troops Defeat Red Guards and Bolsheviks**

Petrograd, Jan. 31.—A counter-revolutionary plot has been unmasked by the Bolshevik authorities in Petrograd. It was headed by Eugene Shcherbakoff and the Bolshevik forces. After capturing the station of Syrt, they advanced to Oreburg, the last station before Oreburg, and General Dutoff's Cossacks fled, abandoning their arms.

A later despatch announced the arrival of Bolshevik reinforcements and the fall of Oreburg. General Dutoff escaped. It is alleged that the counter-revolutionary troops in Oreburg used asphyxiating gas and explosive bullets against the Bolsheviks.

**Raid in Ukraine.**  
Petrograd, Jan. 31.—The capture of Kiev by the Bolsheviks virtually without resistance issued the authority of the Bolsheviks in the Ukraine. Petrograd and Moscow detachments of the Red Guard formed the Bolsheviks attacking party and the city capitulated after they had fired four shots from their cannons. The defeated Ukrainians fled south of Kiev, where General Shcherbakoff also is reported to be.

**To Compel Reorganization.**  
London, Feb. 2.—The Bolshevik government is allowed to have complete disposal of Russian funds in the Bank of England.

**Fleeing from Helmsfora.**  
Amsterdam, Feb. 2.—The Helmsfora correspondent of the Copenhagen Deutscher reports that all the shops, the large restaurants and the banks of the capital are closed and the inhabitants are fleeing from the city by the hundreds. Five members of the old senate who were in hiding since the outbreak of the revolution, are said to have succeeded in escaping from Helmsfora.

**Government Troops Win.**  
Stockholm, Feb. 2.—The latest reports from Finland indicate that the government troops under General Mannerheim are making good progress toward the south, defeating detachments of the Red Guards and the Russian Bolsheviks on their way. The taking of Kristinestad is of especial value as it gives the government troops access to a harbor and helps to solve the problem of feeding the troops. By occupying Iwawesthus, General Mannerheim has cut railway communication from Helmsfora to Tammerfors.

**RE-EXAMINING CLASS D MEN.**  
The local military standing medical board have been busy during the last few days re-examining young men who in their first examination were placed in category D. After examination they are given a duplicate of the finding of the doctors and there has been some confusion as to the disposition of it, as no instructions are given to them. This certificate should be taken to the local registry office and passed over to W. A. Ewing, who will in the near future send them an exemption card.

Ships and Yet More Ships  
Is The Need of the Hour  
Says Sir Eric Geddes

U-Boats Are Being Sunk As Fast As Germany Can Build Them, But More Merchant Ships Are Still Being Sunk Than Are Being Built To Replace Them

London, Feb. 1.—"I am an optimist regarding the U-boat warfare," said Sir Eric Geddes, the first lord of the admiralty, to the Associated Press today.

"The submarine, restrained and unrestrained, has been met and has not proved invincible. I am inclined to think that now—since I made my last public statement, we are sinking submarines as fast as Germany can build them—my forecast is all good and I cannot foresee any way in which the situation can be changed except for the better."

"The sooner the better is now the Allied navy's aim. But—you see there is still a but, and it is a very important one—we must have more ships if we are able to turn this German failure into a positive Allied victory. The submarine destruction of the world's tonnage is not a big percentage of the whole, but the submarine destruction still exceeds the production of ships, and meantime the demands for tonnage are increasing by leaps and bounds."

"America's participation in the war must inevitably make large demands on merchant shipping. Yet we must continue at the same time to keep up with the demands of the Allied armies and with the vital necessities of the European civil population."

"Shipping and yet more ships," is still the most important corollary of the war. How far we can rely on American ships for these ships? I have no doubt the United States will do its utmost, but I want to urge again the vital importance of its merchant shipping programme."

"When we first asked the United States for ships there was a quick response. In no way can the United States help more than in building ships. Is she succeeding? Is she throwing her best brains and great energies into it? It is a worthy contribution to our great cause. I hope she is."

"Meanwhile we shall not be idle. Great Britain is straining every resource to launch every ton of which she is capable. We are at the present moment building merchant ships at a higher rate than ever before in our record before the war, and before 1918 is over we shall be building shipping of all kinds at a rate more than double that record year. But a great deal depends on the success of the German submarine warfare. If anything I might say regarding the failure of the German submarine warfare shall be construed as minimizing the need of ships and yet more ships."

**Campaign Against Subs.**  
Turning to the progress of the campaign against the German submarine, Sir Eric again referred to the satisfactory trend of the curves to which he has referred in several of his speeches.

"All the curves continue to trend in the right direction," he said. "The destruction of Allied shipping decreases rapidly, the construction of merchant ships increases steadily and the sinking of German submarines steadily rises. There is still another curve which I keep I never told the public about it, but it gives me personally much satisfaction. It is the curve representing the failure of the German submarine warfare. Let me explain that curve briefly."

"Every month since the unrestricted submarine war began the total amount of tonnage alleged to have been sunk during the month, the first month of the campaign, was less than the actual total as shown in our records. Every month since that time the difference between the tonnage actually sunk and the tonnage alleged to have been sunk has increased. This is a very important fact, and it is one which we are all proud of."

"But we found there was a greater difference than could be explained in any such way. We found from the very first month that there was a certain 'margin of exaggeration.' That is the German admiralty always added a few thousand tons for good measure."

**Margin of Exaggeration.**  
"This margin of exaggeration was fairly small in the early months of the unrestricted submarine warfare when things were going along with a certain degree of success for the U-boats. It showed no particular increase through April, May and June, when the sinkings were highest. But with the lessening of the German success of July, August and September the margin of exaggeration began to increase. The German admiralty found itself obliged to falsify its returns more and more flagrantly in its effort to persuade the German people that the U-boat war was a continuing success."

"So I keep a record of continued increase in percentage which marks the German 'margin of exaggeration' and this curve I believe is a fairly accurate reflection of the German official mind and an official confession that the U-boat campaign is regarded as a failure by its own leaders."

"Sir Eric referred to the German claim that the decreased sinkings were due to the decrease in the number of ships sailing."

"That is false," he said. "Sailings and arrivals are just as numerous today as they were a year ago. There are just as many targets for the submarines in their zone of operations, but our improved defensive measures have made it more difficult for the submarines to make kills eyes."

"The steady decrease of merchant sinkings (I do not refer to the abnormally high sinkings of this month) is not due, I am convinced, to any withdrawal of submarines from the shipping lanes, but to the steadily improved Allied methods of dealing with them. They get fewer chances to attack and they meet with disaster more frequently."

**Disasters to U-Boats.**  
The subject of disasters to the German submarines led Sir Eric to the defence of the British policy of entire secrecy regarding the sinking of U-boats.

"We know from prisoners how much this policy of secrecy wears on the German U-boat sailors," he said. "Every month there are German submarine crews which fail to return to their base and of which nothing is ever heard. The German sailors' morale falls under the acid test of this oft-repeated experience of suspense. Once or twice this falling in morale has come to the surface in strikes or mutinies, but more often it is only evidenced by certain reluctance and generally lowered efficiency. "Even commanders of U-boats are not what they used to be. There still are brave and capable men among them, but there still are men and daring crews but they are the exception. The average submarine is in no way equal to efficiency to the U-boat of a year ago."

LATEST REGULATIONS  
TO CONSERVE WHEAT

Breakfast Foods May be Made Only by Special Permission—Rules For Blending Flour

Ottawa, Feb. 1.—The food controller's regulations in control of Canadian mills automatically prohibit the manufacture of farina, cream of wheat, or similar products. Additional regulations which have just been announced provide that upon written application the food controller may grant permission to mills to manufacture what is known as the trade as farina for children and invalids.

Mills are permitted to make blended flour by mixing spring and winter wheat, but the regulations require that no mill shall take more than 272 pounds of sound, clean wheat to make 198 pounds of any blended flour. Such blended flour shall be known as a straight run or full hundred per cent flour, extraction or division of patents, clearly low grades being expressly prohibited.

FORD WILL BUILD  
ONE EACH DAY

Washington, Feb. 1.—Production plans for the navy's new anti-submarine craft will be completed. The first vessel will be completed by the Ford Motor Company at Detroit.

FIREMEN SAVE THE  
QUEBEC ABBATIS

Blaze Threatened Entire Plant But Destruction Limited to Stables and Outbuildings

Quebec, Feb. 2.—The Quebec abattoirs are on fire. The stockyards and abattoir at Limoilou, a suburb of this city, caught fire today about 8:30 and owing to the building being away from the city limits the alarm was not given till 9 o'clock.

The whole block of buildings was then a mass of roaring flames and the firemen have quickly mastered the flames, saving the main buildings which are now safe from destruction and only slightly damaged. The buildings burned comprise the horse stables and a huge cattle stable about 125 by 75 feet. This is burnt to the ground. The damage, as it is, will amount to something like \$80,000 with insurance.

WEATHER  
REPORT

Issued by Authority of the Department of Marine and Fisheries, R. F. Sturp, director of meteorological service

Synopsis—Except for a moderate disturbance over the northwest states pressure is high over the continent and decidedly cold weather prevails in nearly all parts of the Dominion.

Upper and Lower St. Lawrence Valleys—Fair, not quite so cold. Sunday, cold with local snowfalls.

North Shore—Fair and decidedly cold tonight and on Sunday.

Maritime—Moderate winds, fair and decidedly cold today and on Sunday.

New England—Generally fair and somewhat warmer tonight and Sunday; light variable winds, mostly west.