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PROBS—FAIR

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## GERMAN SUBMARINE SUNK WITH ALL HANDS; NEUTRAL STEAMSHIP SENT TO THE BOTTOM; RUSSIANS ADVANCING IN THE MOUNTAINS

### RUSSIANS CAPTURE 6,000 AUSTRIANS BY BAYONET

Progress Everywhere is Tenor of Petrograd's Report—Austrian Position on Mountain Crest Stormed and Defenders Practically Annihilated.

Petrograd via London, March—25.—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 Narwa, and the 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 six hundred 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 one hundred officers and 5,500 men, and besides captured several dozens of machine guns."

### SOLDIER BACK FROM SALISBURY CALLED BEFORE BOOT COMMITTEE SAID BOOTS WERE FIRST CLASS

Ottawa, March 25.—The boot committee has been reviewing a lot of evidence from Regimental boards. The first direct evidence to come before the committee from a soldier, who had been at Valcartier and Salisbury Plain was that of Private Ross, of the 3rd Battalion, who appeared before the committee today in response to a subpoena. Inasmuch as Private Ross had been through the mill from the beginning to end his evidence was naturally regarded as of particular value, as compared with the mass of hearsay evidence which has been thus far received by the committee.

The committee, in order to get at the real condition of affairs, were careful in reviewing the reports of the regimental boards to call the cases where the most exaggerated allegations regarding the boots had been made.

Private Ross said that had as weather conditions were at Valcartier, conditions at Salisbury Plain were incomparably worse. "It rained," he stated, "fifty-five days straight at Salisbury," and he said the weather conditions could not be worse than they were there. Never, during the whole time from beginning to end was there anything but mud. Residents at Salisbury told them that never within their memory had there been such a heavy, continuous rainfall. He said that the complaints among the troops at Salisbury were not about the boots, but because everything was soaking wet, puttees, clothes, tents, blankets and all.

He Says His Boots Were Fine.

Some members of the committee read to him the evidence of regimental boards at Salisbury Plain, and Private Ross was asked what he thought of their findings, to which he replied: "I don't know where they got all that stuff from. I heard no complaints." Continuing, he said that his boots and those of his comrades were fine, and gave every satisfaction. Just before Christmas, after his own boots had been in service for three months, he required to send them to a cobbler, and secured for his own use a pair of the English army issue of boots, which he wore for two weeks and then discarded in favor of his repaired Can-

adian boots. The English boots which he had worn were produced before the committee and marked as exhibit. They appear to be lined with sheepskin, and in the words of Private Ross, "leaked continually from the first day they were worn."

Private Ross stated that naturally the question of boots was discussed freely by all his comrades, and he said that unqualifiedly the boots were highly satisfactory, and his opinion that they were useful for the purposes of the troops was shared by his comrades. They all, Ross said, could do the best marching with Canadian boots.

Mr. Bennett, an agent for the Gramm motor trucks, who visited Salisbury Plain two or three times a week between November 1st and Dec. 10th, was examined with regard to weather conditions. He stated that weather conditions could not be worse; that mud everywhere reached to the top of the men's boots, in some places there was a batter of ten to twelve inches of clear mud and that it was a common occurrence for the water lying in the roads to reach up to the carburettor on the motor trucks, which would mean a depth of from fifteen to twenty inches of water.

### HEAD OF RED CROSS IN SERBIA DEAD

Berlin, March 25, (by wireless to Saville).—Lady Paget, chief of the British Red Cross Mission in Serbia, is reported by a Serbian daily newspaper to have died from spotted typhus fever, according to a news item given out today by the Overseas News Agency.

The only Lady Paget who has been mentioned in connection with relief work during the present war is an American born woman, the wife of General Sir Arthur H. Paget, commander of the forces in Ireland. This Lady Paget was the daughter of the late Parson Stevens, of New York. At the outbreak of the war Lady Paget was chairman of the American Women's Relief Fund in London. Recently General Paget has been on an official mission in the Balkans,

### Enemy Vessel Which Attacked And Sank British Steamers Has Finished Her Career of Piracy



SUBMARINE, THE U-29 TYPE

### Admiralty believes "U-29" has been sent to bottom— Dutch steamer, with nationality known, sank by the Germans—King visits British Naval Station.

London, March 25.—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 Solly 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.

### GERMANS SINK DUTCH STEAMER.

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 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.

London, March 25.—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."

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### TURKS READY FOR PEACE WHEN BERLIN STEPPED IN

London Has Report that Ottoman Government Was Willing to Surrender Constantinople and Dardanelles When Germany Threatened Court-Martial Proceedings.

London, Mar. 25.—The Evening Chronicle publishes a despatch from Bucharest, Roumania, to the effect that the Turkish government recently decided to surrender Constantinople and the Dardanelles to the attacking fleet. The surrender was all but arranged, the Chronicle says, when at the last moment it was blocked by Germany.

"The peace party forced a vote at a recent cabinet meeting to send emissaries, one of which was the American Ambassador, Henry Morgenthau to the Dardanelles to negotiate with the commander of the Allied fleet for the surrender of the Straits and of Constantinople," says the Chronicle. "Just as everything seemed settled the German general, Liman Von Sanders, heard of the plan and nipped it with the threat of court martial for all concerned."

### MARITIME LIBERAL MEMBERS CONTINUE TO "KNOCK" THE I.C.R.

From Alphabet Copp to Carroll and Carvell They Have Their Fling at the "People's Railway"—Many Questions Concern F. P. Gutelius.

Ottawa, Mar. 25.—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 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 Mr. 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 terminals had not been ready it had considered better to save money by holding the boat back till spring.

Mr. 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 1st 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. Carvell of South Cape Breton, asked when the contract of Mr. 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.

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 daily 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 Lewis, 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 criticized for changing the system of management on the Intercolonial, and he expressed belief that no minister had ever travelled 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.

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### BELGIAN TOWNS TO BE REBUILT ON NEW SITES

Malines, Tremonde, Louvain and Liege to Remain as Monuments.

Brussels, via London, March 25.—The Belgian towns of Malines, Tremonde, Louvain and Liege never will be rebuilt on their present sites if the under-current of discussion among prominent Belgians results in action when peace is made. These Belgians propose that new cities be rebuilt on sites adjoining the ruins which are to be left as "monuments to the sufferings of Belgium."

Business is shrewdly mixed with sentiment in the proposal inasmuch as it is believed that the ruins will prove such an attraction for tourists that they will provide much of the capital necessary to rehabilitate the war scarred region.

### THE TURKS GROWING DESPERATE

London, March 25, 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.