

T WRECK ON
LEY RAILWAY



RETURNED ENGINE
The disastrous railway accident at Bull... the accident fireman Bell was found in the... the house adjacent shortly before... smashed almost to atoms.

In the conference of the Allies held in Paris last week... the public interest to make these communications public at present.

WEST BATHURST
MAN REPORTED
KILLED IN ACTION

The midnight casualty list has the name of Everett Graham, West Bathurst, Gloucester Co. (N. B.), killed in action with the Canadian infantry.

MEMBER OF 104TH
DIES AT SUSSEX

Sussex, N. B., April 8.—(Special)—The first death among the many thousands of troops quartered here since the beginning of the war occurred this morning at 2 o'clock, when Private Gregory Reardon, of "B" company of the 104th battalion, passed away in the military hospital after a short illness of pneumonia. Deceased, who was thirty-two years of age, was a resident of Woodstock (N. B.), and is survived by a wife and two children.

NOVA SCOTIAN SHOT
WHILE DUCK-HUNTING

Halifax, April 8.—William Duggan, aged 80 years, of Prospect (N. S.), was accidentally shot while duck shooting, and died of his injuries. The loaded gun was discharged as he stepped from a boat in one of the lakes near the village. Prospect is twenty-one miles from Halifax, and Duggan died while being brought to the city for medical treatment.

FRENCH GAIN AND
LOSE AT VERDUN

(Continued from page 1.)
sank a Russian transport of about 12,000 tons, with troops and war material, and on March 31 sank another ship of 1,500 tons and one sailing ship. Our submarines effectively shelled fortified positions on the coast north of Pori (a Russian seaport in Trans-Caucasia on the Black Sea).

P. E. I. WELCOMES
RETURNED SOLDIERS

Charlottetown, April 8.—Privates John J. White, of the Princess Patricia's and W. C. Crosby, of the 12th Battalion 4th Infantry Brigade, returned wounded today and soldiers were tendered a big reception on their arrival here today. Thousands of people were out to welcome them and the mayor and others delivering addresses.

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French Win Wood, Break Into German Trenches; British Drive Turks; On Defensive in France

British Defend New Positions at St. Eloi; French Win and Lose

Not only have the Germans been engaged in heavy fighting with the French around Verdun; but they have launched a strong attack against the new British positions near St. Eloi, which lie a few miles south of Ypres, in an endeavor to regain 600 yards of trenches which the British won from them ten days ago. The fighting around St. Eloi proceeded throughout the day, and had not terminated when the latest British official statement was issued.

On their side, the French won the Bois Carre, and in several hand-to-hand encounters south of Fort Douaumont, drove the Germans back through their underground passages for a distance of 200 metres along a front of 500 metres. They succeeded also, by their curtain of fire, in preventing an assault on the Cote du Poivre, to the east of the Meuse, which the Germans had subjected to a long and intense bombardment.

The French war office officially announces that during the month of March a total of thirty-five German aeroplanes were destroyed, and that the French aerial losses amounted to only thirteen aeroplanes.

British in Heavy Fighting

London, April 6, 11.40 p.m.—The British official statement on the campaign in the western zone, issued by the war office, reads: "Early this morning, after a very heavy bombardment, the enemy attacked our new trenches at St. Eloi strongly. The fighting proceeded all day and still continues. At Hogg, a small hostile raiding party, which entered our trenches, was promptly ejected, inflicting several casualties. The artillery on both sides has been active today about Lens and south of Bapaume."

French Gery Underground Passages

Paris, April 6, 10.30 p.m.—French troops in hand-to-hand fighting south of Fort Douaumont today carried German underground passages and works along a front of 500 metres to a depth of about 200 metres. A violent bombardment was directed by the Germans to the east of the Meuse against Cote du Poivre, but the French curtain of fire prevented an infantry attack, according to the official statement issued by the war office today.

The text of the statement reads:

"In the Argonne we exploded a mine in the region of Vaunois. To the west of the Meuse, the Germans continued to bombard persistently the Bethincourt salient and the villages of Ennes and Montville. To the east of the Meuse, Cote du Poivre was subjected during the course of the day to a violent bombardment, which foreshadowed an attack, but our curtain of fire prevented the enemy from setting out from his trenches."

"To the southwest of Fort Douaumont a series of small engagements of a hand-to-hand nature enabled our troops to progress in the underground passages and works of the enemy on a front of 500 metres to a depth of more than 200 metres. A counter attack delivered by the enemy at the end of the day completely failed."

"In the Woivre our batteries concentrated their fire on various points of the enemy's front. In Lorm within our lines in the vicinity of the Vesouze river and the Vosges. There is no other event to report on the rest of the front, except the usual cannonading."

French Summary of Air Victories

"During the month of March our aviators displayed much activity along the whole front, particularly in the region of Verdun. In the course of numerous aerial combats thirty-one German aeroplanes were brought down by our pilots, nine of which fell in flames or were crushed on the ground within our lines, and twenty-two fell inside the German lines."

"No doubt regarding the fate of these twenty-two aeroplanes whose pilots had been seen to fall in flames and whose ten were driven down in spirals under the fire of our aviators. In addition, four German aeroplanes were brought down by our special guns, one of them within our lines in the vicinity of Avocourt, and three inside the enemy lines—one in the neighborhood of St. Marie-a-Py, one near Nouvion, and one near St. Marie-a-Py."

"To this total of thirty-five German aeroplanes destroyed during the month of March should be opposed the number of our own losses, which reached thirty-two aeroplanes, as follows: One French aeroplane brought down inside our lines by the German lines. Twelve aeroplanes were destroyed within the French zone, with reference to the enemy zone, with reference to the enemy zone, with reference to the enemy zone."

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SPUNKY HOLLAND DEFYING BOTH BRITAIN AND GERMANY



Holland's action in suddenly mobilizing her army is the most important even in recent world politics. As this map illustrates, Dutch territory forms a sharp salient aimed at the heart of the German defenses. Her entry into the war would have tremendous effect.

London, April 6, 6.03 p.m.—A despatch from The Hague to Reuters' Telegram Company states that the foreign minister denies the report published in a Dutch paper that Great Britain suggested to Holland that she should allow the passage of an army through Dutch Flanders.

New York, April 6.—A news agency despatch from The Hague, published here today, says: "Holland has demanded from England the return of valuable securities and documents seized in the mails taken from Dutch ships by vessels of the British navy."

"Official announcement to this effect was made today. At the same time, the government issued for publication the diplomatic communications exchanged by England and Holland over the seizure of mails on Dutch ships."

"Holland is reported to have demanded that England make restitution for more than \$15,000,000 worth of American securities which were seized on board Dutch ships. The securities were being sent back to the United States by Dutch brokers, bankers and private individuals."

"In a note to the German foreign office, Holland has asked for an explanation of the concentration of troops on the Dutch border."

False Report of British Ultimatum. The Hague, via London, April 6, 10.28 p.m.—The British government has asked the Dutch government to call the newspaper Avonpost to account for spreading a false report of a British ultimatum to Holland, thus sowing distrust between two friendly nations.

The newspaper Handelsblad claims to know that the Avonpost report was inspired by the German consulate at Amsterdam. The German consul excuses himself, saying that he "had heard it from The Hague."

Is This Significant? London, April 6, 11.05 p.m.—Holland has notified Great Britain that owing to the danger of navigation in the North Sea the Holland government will be unable to undertake the transport of exchanged British and German interchanged prisoners of war.

New Name for Act. At the opening of the house, L. A. Lapointe, Montreal, introduced a bill to amend the bank act by providing that chartered banks should pay interest at the rate of not less than 4 per cent on savings deposits.

Second reading of the bill to levy a tax on business profits having been moved, A. K. MacLean, of Halifax, rose to discuss it. He suggested that the title of the bill should be "The Business War Profits Tax Act, 1916." He objected to the bill on the ground that it would not tax the wealthy. He also disapproved of the sections dealing with the profits of mining companies, saying that they had already led to the withdrawal of capital from Canada and would drive away more. Mr. MacLean also contended that the country should receive a larger share of the profits of companies engaged in the manufacture of munitions than 35 per cent of the excess over 7 per cent.

The Halifax member then turned to the discussion of the increases in the excise duties on apples and fuel oil. He said they were unjust and that no good reason had been given in support of them. He asserted that the general increase made in the tariff last session had been a failure and should be repealed. It had not yielded an additional revenue and it had acted, practically, as a prohibition of imports. Mr. MacLean said the people would not object to taxation for war purposes, but that they would be opposed to taxation which could be avoided by economy in public expenditures. He admitted that there had been a substantial reduction

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"PENNY SAVED, PENNY EARNED," NOT SLOGAN OF FEDERAL CABINET

A. K. MacLean Gives Concrete Examples of Extravagance in Estimates

HON. "BOB" ROGERS AS FINANCE MINISTER

Substitution of Prince of Spenders for Hon. Mr. White Causes Amusement in House—Latter Returning, Expresses Confidence in Ability to Pull Canada Through With Heavy War Burdens.

(Special to The Telegraph.)

Ottawa, April 6.—Hon. "Bob" Rogers—versatile, ubiquitous and willing—had more honor thrust upon him in parliament today. He became acting minister of finance. Gravely he answered A. K. MacLean's questions regarding supplementary estimates, if any, this session.

"Oh, yes," Mr. Rogers replied, quite shocked at the idea of any such oversight. There were to be supplementary estimates, of course, but they would be very small comparatively speaking.

"Very small," quipped Sir Wilfrid Laurier, with hopeful optimism. "Comparatively speaking," emphasized F. B. Carroll, oppositely.

"On behalf of the minister of finance, I proceed to the reading of the bill to levy a tax on business profits."

The honorable "Bob" performs well as minister of finance. He always seems to feel at home in dealing with expenditures. But by-and-by, as the afternoon advanced, Sir Thomas White arrived and relieved him of his congenial task.

Mr. MacLean dealt thoughtfully and effectively with the seriousness of Canada's whole financial situation. It was unjust, he maintained, to create so-called "war taxes" the proceeds from which were devoted to expenditures altogether outside of the war.

Save It, Says Mr. MacLean.

The Halifax Liberal took objection to the limited scope of the bill. It eliminated all expenditure on the part of people who were willing to pay and should pay—people who were in receipt of substantial incomes from accumulated wealth of one kind or another. Canadians would not object, said Mr. MacLean, to taxation for the purposes of war, but this cheerful sacrifice by the people should be met by corresponding saving and strict economy on the part of the government. It was an unwarranted hardship, with nothing to be gained, to raise twenty-five or thirty millions in extra taxation when that amount could easily be saved in the general expenditure.

To establish his contention Mr. MacLean went over the official figures in the public works department, in civil government, in interior, in immigration, in the fuel branch, in the mines, in the fisheries branch, in the post office and in other departments specifically analyzed. Mr. MacLean showed from the official reports and figures that business-like savings could be made while the time would have more than met the whole amount the finance minister now estimated he would secure through the increased taxation.

Bellevue Zeppelin Lost. London, April 7, 2.29 a.m.—One of the Zeppelins which took part in the raid Wednesday night, according to the Times, received a vital hit from the anti-aircraft artillery, and is believed to have gone down at sea.

ONTARIO DRY AFTER SEPT. 16; NO VOTE FOR THREE YEARS. Toronto, April 8.—Announcement was made in the legislature tonight by Hon. W. J. Hanna, provincial secretary, that the government had decided on September 16 next as the date when the Ontario Temperance Act will come into effect. The date for the vote to ratify or repeal provincial prohibition, has been fixed for the first Monday in June, 1919.

P. E. I. SEEKS TO DRAIN ITS FARM LANDS AND TO EDUCATE FISHERMEN. Charlottetown, April 6.—In the legislature today Premier Matheson gave notice of a resolution preparatory to introducing a bill respecting drainage of farm lands. It provides for loans by the government secured upon the lands.

Another resolution was introduced that a committee of the house be appointed to present a memorial to the minister of marine and fisheries to grant aid to fisheries along the line of instruction in the methods of fish curing and packing, also use of cruisers and patrol boats for the purpose of furnishing valuable information on the habits and movements of fish.

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BRITISH DRIVE THROUGH TO FELAHE ON TIGRIS BUT 13 MILES FROM KUT

Third and Thirteenth Divisions Win Glory in Storming Turkish Trenches

Entire Fortified Line, Mile and a Half Deep, Carried With Rush and After Day's Rest Further Advance of Three and One-half Miles Ends in Victory.

London, April 6.—The town of Felahe, in Mesopotamia, has been captured by the British, it was announced officially today. All the positions, including trenches at a depth of one and one-half miles gained have been consolidated and counter attacks by the Turks repulsed.

Felahe is in Mesopotamia, below Kut-el-Amara, where a British force under General Townshend is beleaguered. It has been the scene of several engagements between Turkish troops and the invading British forces.

This is the second victory of the British to be reported officially in the last two days. Announcement was made yesterday of the capture of Umm-el-Hanna, on the Tigris, about twenty miles below Kut-el-Amara.

Today's official statement says: "General Lake reports that the Tigris corps under the command of Lieutenant-General Sir George F. Goringe, who succeeded General Aylmer, attacked the enemy's entrenched position at Umm-el-Hanna on April 4. Our troops had been pushed forward by means of saps to within 100 yards of the enemy's position, and the leading battalions of the 13th division then rushed the enemy's first and second lines in quick succession."

"The third line was captured by 6 a.m., under the support of concentrated artillery and machine gun fire. The 13th division continued their advance, and by 7 a.m. had driven the enemy out of his fourth and fifth lines. Aeroplane reconnaissance then reported that the enemy was strongly reinforced at Felahe and Sannayat, positions respectively 5,000 yards (three and one-half miles), and 12,000 yards (seven miles) from the front trenches at Umm-el-Hanna. As these positions could only be approached over very open ground, General Goringe ordered a further task deferred until evening."

"In the meantime on the right bank, the 8th division, under General Keary, captured the enemy's trenches opposite the Felahe position. During the afternoon the enemy on this bank made a strong counter attack with infantry and cavalry, supported by guns. This counter attack was successfully repulsed, and the position won was consolidated."

"About 5 p.m. General Goringe's corps captured the enemy's trenches opposite the Felahe position. During the afternoon the enemy on this bank made a strong counter attack with infantry and cavalry, supported by guns. This counter attack was successfully repulsed, and the position won was consolidated."

"The reports indicate that the Umm-el-Hanna position was strongly entrenched, its left flank resting on the Suwaichi marsh, and its right on the river. The front trenches are stated to be nine feet deep, and the saps system extended in successive lines for a depth of 2,500 yards (one and one-half miles)."

GENERAL SIR PERCY H. LAKE, former commander-in-chief of Canadian militia, now supreme in command of the British drive in Mesopotamia, who has had important successes to report the last two days.

SIXTH SUCCESSIVE DAY SEES AIR RAID; LORD DERBY QUILTS

London, April 6.—One person was killed and eight persons were injured in last night's Zeppelin raid. It was officially announced this afternoon.

This is the sixth successive night in which Zeppelins have appeared in Britain. The Evening Standard says that the Earl of Derby has resigned the chairmanship of the joint naval and military board in control of the aerial service, on the ground that his position as director of recruiting occupies his time.

The Standard says this position has been offered to Earl Curzon. The committee was appointed to consider questions of construction and design of naval and military aircraft. Bellevue Zeppelin Lost.

London, April 7, 2.29 a.m.—One of the Zeppelins which took part in the raid Wednesday night, according to the Times, received a vital hit from the anti-aircraft artillery, and is believed to have gone down at sea.

THREE INJURED ON TORPEDOED STEAMER. London, April 6, 11.30 p.m.—The British steamer Vesuvio, of 1,391 tons, has been sunk. Three injured survivors have been landed. The vessel was unarmed.

The Vesuvio was built in 1875 and was owned by the General Steam Navigation Company of London. The vessel is not listed in the latest shipping records.

SHOCKING MURDERS IN SASKATCHEWAN DISTRICT. Saskatoon, Sask., April 6.—A whole family of six was wiped out in the Wakaw district last night, when Prokop Mouchure, his wife, brother-in-law and three children were murdered, the house burned over their dying bodies, and their animals shot down and left to perish in the burning buildings.

No trace of the murderer has yet been discovered.

Australia Selling Wheat. London, April 6, 10.38 p.m.—A Melbourne despatch to Reuters' Telegram Company states that 150,000 tons of Australian wheat has been sold to the Entente Allies, principally to Italy, for April, May and June shipments. It is officially computed that farmers will receive £1,500,000 for the grain.

BAD NEWS, IF THIS IS TRUE

Reported Large Allied Transport Sunk Off West Coast of Greece and Many Lost.

London, April 7, 2.20 a.m.—An Athens despatch to the Daily Mail says that a telegram has been received from Preveza to the effect that a large transport belonging to the Entente Allies has been sunk off the west coast of Greece. The telegram added that it was believed that many were lost.

105TH LOSES FINE QUARTERS IN BIG BROUGHTON HOTEL

Fire Destroys "Broughton Arms" Structure With 200 Rooms—Officers Lose Effects.

Sydney, N. S., April 6.—The Broughton Arms, the principal building at the mining town of Broughton, where the 105th Battalion is quartered, was destroyed by fire this afternoon. The building, which was a large structure, contained over 200 rooms, contained the hospital, officers' quarters, mess rooms for two companies and recreation rooms.

The cause of the fire is not known but is attributed to a defective chimney. It did not spread beyond the hotel. The officers, in particular, were hard hit as their living quarters were burnt out and their personal effects destroyed. Most of the officers had just finished the purchase of their equipment and had it being installed when the fire broke out. Captain and Adjutant Jackson was an especially heavy loser, as in addition to his ordinary regimental belongings and uniforms his loss includes his medals and diplomas.

Besides the loss of uniforms—and some of the officers got away with only that they stood in—there is also the loss involved in the destruction of furniture and fittings which had just been installed.

The building originally cost in the neighborhood of \$50,000. It was insured for \$10,000. The owners are the Cape Breton Coal, Iron & Railway Company, who, under the arrangement of Horace Mayhew, of London, built the town of Broughton some ten years ago in connection with their colliery enterprise in that district.

STRONG RESOLUTION AGAINST VALLEY RAILWAY SCHEME

Spirited Meeting at Kingston Last Night to Protest Against Proposed Change in Route—Hon. Mr. Murray's Pledge That He Would Resign if Railway Did Not Go by East Side Recalled.

Kingston, April 6.—A meeting of the residents of Kingston was called in the public hall tonight for the purpose of discussing matters concerning the proposed changes in the route of the Valley railway. Rev. Mr. Watson was elected chairman of the meeting and H. C. Ricker was appointed secretary. The chair then called on S. T. Lamb, who reviewed the steps taken by the government in locating the railway. He showed from Engineer Maxwell's report that the route on the east side of the river was most feasible. He also reviewed the steps taken by the local government and the Dominion government in proposing a change in the route on the advice of Mr. Gutelius, manager of the Canadian Government Railways.

E. A. Flewelling was called upon and spoke for a few minutes. He said that our local representative had on several occasions assured him that we would have much better conditions in the very near future and now to be treated in this manner was most unfair as we have in the past had a bridge at Ferry Point, but now we have nothing.

Mr. Murray's Pledge. L. T. Crawford spoke of the pledge given by Acting Premier Murray that he would resign if the railway did not come this way. "Put out any party that will make such a pledge and break it," he said. "Give them no further support."

Charles Rogers said that he had never had any faith in the road coming this way. Robert Shieldrick said that he hoped that the railway would yet come our way. Fred Wilson said that there was no

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