

STEAMSHIP ST. PAUL SUNK AT HER PIER

Three Men Are Missing and a Number Are Said to Have Been Injured.

THEORIES ADVANCED

One is That Sea Cocks Were Left Open Either by Accident or Design.

An Atlantic Port, April 25.—The American Line steamship St. Paul, a famous passenger liner, overturned and sank at her pier here today while being warped into dock preparatory to loading for a trip to Europe. Three men probably lost their lives in the accident.

At the time the St. Paul was not under steam, but was being brought by tugs from a drydock, where for the past week she has been undergoing repairs. On her way to the pier several hundred men—a majority of them employees of the drydock—who had been sent with the vessel to complete their work while she was being loaded. The steamer is now lying on her port side with about ten feet of her hull amidships above the water, and is completely submerged both fore and aft.

A statement issued by the company shortly after the accident occurred said three men, known to have been on board, were missing and whether it was feared they had been lost. Whether it was believed these men were trapped below decks as the ship went overboard, could not be ascertained.

A general alarm was sounded through the ship when it was seen that she was in danger, and as fully ten minutes elapsed before she had been overboard, it is thought most, if not all, the men reached the deck. A large number of the men escaped by simply climbing over the rail and on to the exposed portion of the vessel above uppermost, while others leaped into the water and were picked up by the tugs.

Theories of Accident.

Several possible causes for the accident were advanced, but owing to the uncertainty surrounding it, no definite statement was given out, and will not be, officials of the line said, until officers of the navy and federal officials and representatives of the company can complete an investigation, which was begun immediately.

One of the causes advanced, which was supported by experienced marine men, was that the ship, which was being warped into her pier by lines from the dock and assisted by tugs pushing, listed so far that water entered open ports, thus resulting in an overturning of the vessel. Another explanation offered was that the ship's sea cocks might have been open either by accident or design.

Steps to salvage the vessel were promptly begun and a number of large wrecking barges, tugs and floating derricks are tonight engaged in the work. Officials of the company said they expected to complete the work of raising the steamer early next week.

HEAVY GUARD OF SOLDIERS

Immediately following the accident a heavy guard of soldiers, police and marine forces were thrown around the pier, and government tugs took up positions outside the ship. All war zone passes were ignored and no one not a government official was allowed inside the lines.

As the vessel went over on her side her masts and funnels struck the adjoining pier and the structure and were broken off. Flying pieces of wood hit a number of the men and possibly a dozen of them were injured, some of whom it will be necessary to convey them to hospitals. It is understood also that several men were injured by being crushed between the overturned hull and barges made fast to the pier on the opposite side of the ship.

Cut Holes in Side.

It was also reported that it was necessary to cut holes with gas torches in the exposed side of the vessel in order to liberate some men who were caught below decks. Men on the deck of the St. Paul claimed that they heard tapping from workmen entrapped inside.

Before leaving the drydock the navy gun crew, which accompanies the vessel on her trips through the war zone, went aboard the St. Paul. These men all escaped, navy officials said, but they, with the members of the working crew of the ship, had to leave their personal effects on board. The St. Paul had no cargo, and aside from the damage to the machinery and to her interior furnishings the loss will be confined to the cost of salvage operations.

OFFICIAL STORY OF THE EXPLOIT

British Admiralty Issues Description of the Zebrugge Affair.

FIRE WAS INTENSE

Leaders of Marines and Blue-jackets Killed Before Attack Was Begun.

London, April 25.—(Via Reuter's Ottawa Agency)—The admiralty has issued the following official narrative of the Zebrugge affair:

Those who recall the battles of 1914 may easily figure to themselves the decks of H.M.S. *Vindictive* as one lies today in stark black profile against the sea haze of the harbor, amid the stepped trim snags of fighting ships which throng these waters. That wilderness of debris, that later broken into pieces of war, that lava run, that prosaical evidence of death and battle are as obvious and plentiful here as there.

The raised and sunken girders of the tree which stopped it, has its parallel in the flame thrower's but at the port wing of the *Vindictive*; its iron sides, decked with rents from machine gun bullets and shell splinters. The tall white cross which commemorates the martyrdom of the Londoners pierced the air, white against the dark of the night.

Looking out from the canoe of her wrecked bridge one sees the broad shapes of the two Liverpool boats, the *Ina* and *Dafodil*, which shared with the *Vindictive* the honors of the achievement. The epic of the night is set in the light of that view across the scarred and littered decks in that environment of gray water and great, sea-borne mounds of mud.

The Objectives.

Their objectives were the canal at Zebrugge and the harbor at Ostend. The *Thetis* and the other veteran and obsolete cruisers and motor launches, and coastal motor boats; three of the cruisers, the *Thetis*, each fully packed with concrete and with mines attached to her bottom for the purpose of sinking her. The *Vindictive*, the *Thetis*, the *Ina* and *Dafodil*, with their long range guns, were aimed at Zebrugge. Two others, similarly prepared, were directed at Ostend. The function of the *Vindictive* was to attack the great half-moon mole which guards the Zebrugge Canal, to land blue-jackets and marines upon it, to destroy what stores and munitions were on the mole, and generally create a diversion while the block ships ran in and sank themselves in the appointed place.

Vice-Admiral Jellicoe, on the destroyer *Warwick*, commanded the operation. There had been two previous attempts to attack, capable of being pushed home, if weather and other conditions were favorable. On the 22nd of April (Tuesday) offered nearly all the required conditions, and some fifteen miles off Zebrugge the ships took up formation in the morning. The *Vindictive*, which had been towing the *Ina* and *Dafodil*, cast them off to follow under their own steam. The *Vindictive*, the *Ina* and the *Dafodil* slowed down to give the three time to get alongside the mole. The *Sirius* and the *Brilliant* shifted their course for Ostend, and a great swarm of destroyers swept the coast, themselves abroad upon their multifarious and particular duties.

Was a Dark Night.

The night was dark and there was a drifting haze. Down the coast a great searchlight swung its beam to and fro in the small wind and short rain. From the mole a long range searchlight heaved in towards the ships, the faithful ferry boats at her heels, there was scarcely a glimmer of light to be seen. The *Vindictive* and the *Ina* drove thru the water, rolled the smoke screen, her cloak of invisibility, wrapped about her by small craft. This was the decisive moment. The *Vindictive* and the *Ina* were abreast of the mole. The *Thetis* and the *Warwick* were in the rear in order to prevent their rapid destruction. It is for this reason that he is prevented from launching one of his heavy onsets and has to attempt the seizure of high ground in operations designed to reach the mole. The *Vindictive*, in this account, and with an even chance in the matter of luck, may be able to hold the Germans where they are in summer. Such an event would quite fit in with the desire of Generalissimo Foch.

The British gunners, having received full reports of the naval descent on Zebrugge and Ostend, find that the navy achieved a complete success at Zebrugge. The British, in addition to damaging the mole and the German guns, sank a German dredger and completely blocked the channel with cement ships, so that the waterway will speedily silt up and require several weeks to clear. On this account the German flotilla will have to resort to the Ostend route in putting to sea, and this British force can more easily handle the German ships. The brilliant feat of the navy has done much to encourage the allies at a moment when heavy fighting was pending on land with a consequent strain on the public morale.

Winston Churchill, minister of munitions, has designated an objective that the allies would run up the mounds in the present campaign. He has disclosed to the house of commons the fact that all the heavy losses of guns, shells, machine guns, rifles, small arms ammunition, tanks, airplanes and other war material in the recent fighting have been replaced by the munitions department and that without depleting the reserves for next year the British army is making more airplanes than she is training to receive. She has guns enough this year to fire away all the shells provided, and in this respect she is better off than a year ago. The British claims of captures from the Germans are grotesque exaggerations. The British had either captured by the enemy or destroyed by his fire about 1000 guns.

TOO MANY EMPLOYEES TOO MANY DEPARTMENTS

Frank B. Carvell Admits That Public Works is Much Overmanned.

GOVERNMENT OFFICES

Minister Says That After the War They Should Be Built in All Big Cities.

Ottawa, April 25.—F. B. Carvell, minister of public works, made good headway with his estimates in the commons this afternoon. They were taken up at a comparatively early stage of the session and attracted the attention of the house through the remainder of the day.

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COMMANDER BROCK LED SALORS TO HIS DEATH

Gallant British Naval Officer Was First to Leave *Vindictive* at Zebrugge.

Dover, April 25.—It was while charging along the Zebrugge mole at the head of a party of fifteen seamen that Acting Vice-Commodore Frank A. Brock, who developed the smoke screen for the attack on Zebrugge, was killed, according to the official account given today by the admiralty.

Commander Brock, said the seaman, was among the first to leave the *Vindictive*. Armed with a Winchester and a truncheon, he led us across the mole and then increased in price with a shout beckoning us to follow toward the outer end with the object of storming a German battery of 11-inch guns. He had not gone many feet, however, before he was hit, evidently by a machine gun bullet.

He staggered with outstretched arms and then doubled up and rolled over to one side. In the confusion of the moment I could not see whether he toppled off in two or three jumps. After a few more casualties our party received the signal to return to the *Vindictive*.

As men come to realize just how scarce blue serge are, and how enormous they have become in price since the early days of the war, they will be more fully appreciative of the opportunity to see one suit from the Score's great new shipment of guaranteed Irish blue serge. The prices are special and start at \$34 the suit, and are wonderful values. Write to J. & S. Limited, 77 King Street West.

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FRANCE CONFIDENT IN VICTORY OF ALLIES

New York, April 25.—Conveying to American publishers "a message of confidence," Stéphane Lauzanne, editor of the Paris *Matin*, declared here tonight that "all France and all the allies" were united for "a victory which will not be the victory of France or the victory of the allies, but a victory for liberty and civilization."

Speaking at the banquet of the American Publishers' Association, Mr. Lauzanne said:

"We are feeling perfectly confident, because we know that the men who are now fighting over there on the western front are the same men who fought on the Marne and before Verdun, and we know that we are fighting for the same cause as the British and the Americans. Their bodies are falling back, but not their hearts. Because we know that we can say to the men who are fighting over there, Americans, Canadians, British and French, what we said of our own before Verdun: They will perish to the last, but the barbarians shall not pass."

DEATH OF MRS. J. H. FRAZEE.

After an illness of several months' duration, Mrs. J. H. Frazee, a well-known church worker in the High Park district, died yesterday. Mrs. Frazee had an extensive circle of friends in Toronto, especially in the west end of the city, connected with the High Park cemetery church, of which she was a member and an active worker. She is survived by one daughter, Mrs. Wm. D'Arcy, of St. Louis, wife of the president of the Associated Advertising Clubs of the world, and one son, D. Ed Frazee, of New York. The remains will be taken to Guelph, where Mrs. Frazee lived for many years, for burial.

WAR SUMMARY

THE DAY'S EVENTS REVIEWED

The British line in yesterday's heavy fighting in France and Belgium, swung slightly backward in the northern field, south of Ypres, but, on the other hand, it swung considerably forward in the southern field, south of the Somme, recapturing Villers-Bretonneux. For the recovery of this village, the British counter-attack, made by Englishmen and Australians, began a few hours after the German entry. To fight the German tanks British tanks went into action, and slaughtered masses of the enemy infantry. The severely handled German and captured 500 of the survivors. In the fighting south of Ypres, north of the Lys, the British, reinforced by the French, sustained a severe action all day on a seven-mile front. Attacks and counter-attacks rapidly followed each other. The enemy threw in three of his mountain divisions on the night of the 23rd, and the short sector of Dranoutre-Kemmel-Vierstraet, and under the pressure the allies yielded their positions of the morning, but the fighting was heavily continued all the hour. Field Marshal Haig sent his bulletin to London. At allied headquarters, according to Reuter's, the result of the struggle is considered the severest German defeat since 1914.

salient from the Somme to the Lys. His gains southwest of Ypres in the region of Kemmel, if allowed to proceed further, would compel the allies to evacuate the salient of Ypres. A determined defence here is therefore bound to be maintained.

While the battle was proceeding at a high pitch of intensity in the region south of Ypres, it fell into a lull on the Franco-American front to the south of the Aves yesterday. After the last capture of Hangard, the German effort appeared to have exhausted itself and the infantry struggle abruptly ceased. Both armies, however, kept up a lively exchange of fire. The enemy, probably, was unable to proceed with the infantry fighting, because owing to the allied gunfire, he has to keep his reserves in the rear in order to prevent their rapid destruction. It is for this reason that he is prevented from launching one of his heavy onsets and has to attempt the seizure of high ground in operations designed to reach the mole. The *Vindictive*, in this account, and with an even chance in the matter of luck, may be able to hold the Germans where they are in summer. Such an event would quite fit in with the desire of Generalissimo Foch.

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HAMILTON NEWS

EXPLOSION KILLS THREE EMPLOYEES

Tank of Ammonia Wrecks Plant of Hamilton Company.

Hamilton, April 25.—When a tank of ammonia exploded with terrific force at the plant of the Hamilton Tar and Ammonia Company, Nova Scotia street, this morning, three men were killed, the building wrecked and about half a ton, was hurled fifty feet into the air. The explosion, which occurred about 10 o'clock, and the tank, which weighed about 1000 lbs., was hurled fifty feet into the air. The explosion, which occurred about 10 o'clock, and the tank, which weighed about 1000 lbs., was hurled fifty feet into the air.

LIBERAL WOMEN MEET

Reports presented at the annual meeting of the Liberal Women's Club of Hamilton, Y. W. C. A. This afternoon showed that the organization had enjoyed one of its most prosperous seasons in its history. Mrs. F. W. Brennan presided, and Miss E. Chisholm and Miss Annie Edgar presided at the reports of the social committees respectively. In all 2200 pairs of stocks were sent overseas.

WOMEN GIVE DANCE

Under the auspices of the North Westdale Camp, No. 215, Woodmen of the World, a dance and euchre party was held in Playfair Hall, North York, last evening. Refreshments were served and many handsome prizes presented to the winners in the euchre games. There was a large attendance.

ASK CANADA TO CUT NEWSPRINT EXPORTS

American Publishers Ask Want Shipments From U. S. to End.

SUPPLY RUNS SHORT

Percentage of Foreign Contribution Reaches Anti-Allied Press.

New York, April 25.—Canada was asked to restrict and the United States urged to place an immediate embargo on the export of newsprint paper, in a resolution adopted by the American Newspaper Publishers' Association in session here today. The text of the resolution follows:

"Whereas, the United States manufactures more than two-thirds of the news necessities of newspaper paper; and whereas, that production has now been seriously curtailed, due to government necessities and requirements of power, fuel, oil, tanks, transportation, etc.; and whereas, further curtailment undoubtedly is in sight to meet further war necessities and requirements of power, fuel, oil, tanks, transportation, etc.; and whereas, the publishers of this country have no additional available supply from which they can obtain print paper; and whereas, it is in the public interest that publishers should be able to maintain a proper business and news distribution; and whereas, available information indicates a substantial percentage of present exports of print paper from this country and Canada is going to newspapers sympathetic with the interests of the allies; it is therefore resolved by the American Newspaper Publishers' Association, in annual convention duly assembled, as follows:

"That the war trade board of the United States be requested to immediately prohibit all exports of newsprint paper from the United States for the duration of the war.

"And it is further resolved, that this association request the war trade board of Canada to prohibit exports of newsprint paper to other than allied countries.

As to price fixing of the commodity, the report of the paper committee of the association declared that the government does not contemplate any radical action."

ATE CANNED SALMON.

Whole Family Then Became Ill With Ptomaine Poisoning.

Shortly after eating his supper last night Joseph Myles, aged fourteen, 27 Berensford avenue, was taken ill. A doctor was called, and by the time he arrived several other members of the family also had become sick. It was discovered that the family had eaten canned salmon and that they were suffering from ptomaine poisoning.

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