

# ENEMY WARSHIPS DRIVEN INTO ZEEBRUGGE

## German Warships In Raid On Coast of England

### Met by British Squadron and Driven Off After 2 Minutes, Opening Fire on Lowestoft as They Retreated — British Ships Bombard German Positions on Belgian Coast.

London, April 25.—German battle cruisers appeared off Lowestoft today. Announcement of the appearance of the German warships was made in an official statement. Local naval forces engaged the raiders and also British light cruisers. The German warships retreated in twenty minutes.

The German warships opened fire on the coast before departing. Two men, one woman and a child were killed. The material damage apparently was small.

In the engagement two British light cruisers and a destroyer were hit, but none of them were sunk.

The following official statement was made:

"At about 4.30 o'clock this morning, the German cruiser squadron, accompanied by light cruisers and destroyers, appeared off Lowestoft. The local naval forces engaged it, and in about twenty minutes it retreated to Germany, chased by our light cruisers and destroyers.

"On shore two men, one woman and a child were killed. The material damage seems to have been insignificant, so far as is known at present. Two British light cruisers and a destroyer were hit, but none were sunk."

Lowestoft is on the North Sea coast to the northeast of London. It is almost opposite The Hague.

On previous occasions during the war, attacks on the English coast have been made by German warships. The most important raid was made on December 16, 1914. The towns of Scarborough, Whitby and Hartlepool, about 150 miles north of Lowestoft, were bombarded, and about 130 persons were killed. Aided by fog, the German vessels escaped.

On January 24, 1915, a further attempt of the kind was made, but the German squadron was met off Dogger Bank by the British battle cruiser squadron under Vice-Admiral Sir David Beatty. On being sighted, the Germans made for home at high speed.

**ENORMOUS DAMAGE BY BRITISH WARSHIPS ON BELGIAN COAST.**

London, April 24.—An attack on German positions on the Belgian coast, by British warships, is reported in an Exchange Telegraph despatch from Amsterdam. The bombardment is described as one of the heaviest in the region, during the war.

The despatch says the following message has been received in Amsterdam from Flushing:

"Several British warships, accompanied by destroyers and other vessels yesterday bombarded Zeebrugge and the German batteries off Heyst, Blankenborgh and Knocke. The bombardment was one of the heaviest since the beginning of the war, and also of the longest duration.

"The damage done at Zeebrugge is said to have been enormous. The harbor and docks were hit several times, and some ships were sunk.

"British aircraft also threw bombs on German batteries."

**GERMAN SHIPS TAKE REFUGE IN ZEEBRUGGE.**

London, April 25.—The Amsterdam correspondent of the Central News telegraphs that during the bombardment off Zeebrugge the fire from the British warships was answered by three German destroyers. It is said these destroyers were driven into Zeebrugge harbor, and that all of them appeared to have been hit.

Other Good Reason for Change in Route.

The second reason for change of route, Hon. Mr. Murray said, was that the government was not assured of the practicability of the St. John river bridge construction nor the permanency of the structure if it is built after completion.

Referring to cost of bridges he said that in November, 1915, Mr. Montserrat was engaged by the provincial government to make a report as to cost of the most feasible crossing of the St. John River at The Mistake and his report is confined to "The feasibility and relative merits and cost of alternative crossings over the St. John River on the line of the St. John and Quebec Railway at or near The Mistake." He was not asked to recommend one route over another nor to express an opinion as to whether crossing of the St. John river at that point was practicable or otherwise under the existing circumstances. This in a measure was unfortunate as it has caused a misunderstanding of the report he made in February, 1914. Since that time Mr. Montserrat has studied relative merits of different routes proposed and has emphatically condemned what is known as the "Bridge or Rothe-say route," claiming that expensive and objectionable features of the St. John river crossing would be continued on page 5.

## DOMINION GOV'T HAS NOT GONE BACK ON ITS PLEDGE REGARDING VALLEY ROAD

### HON. DR. REID INFORMS F. B. CARVELL—GOV'T WILL OPERATE ROAD AND FORTY PER CENT OF GROSS PROFITS WILL BE PAID TO PROVINCE, ARRANGEMENT TO BE RETROACTIVE FROM JAN. 1.

OTTAWA, April 25.—At the opening of the house, Mr. F. B. Carvell told the house a New Brunswick woman had complained that her fifteen year old son had been investigated into joining the army, and he asked what the militia department's policy was in this respect.

He was informed by Sir Robert Borden that in cases of this kind, when it had been brought to the department's attention, that boys under age had been enlisted, they should be discharged. He promised to look into the case in question.

**Valley Railway Matter.**

The house then went into committee on railway estimates. Mr. F. B. Carvell asked whether there was any change in the status of negotiations between the Canadian government and the government of New Brunswick in regard to the construction of the St. John Valley Railway. He had understood from the statement recently made to the house by the minister of public works that the government had gone back on its pledge to operate the road and pay over forty per cent of the gross profits to the New Brunswick authorities.

Hon. Dr. Reid stated he expected to bring in legislation in regard to this railway in a few days. The bill would provide for the operation of the road by the government and the payment of forty per cent of the gross profits as arranged to New Brunswick, the arrangement to be retroactive from January 1. Each section of the road would be operated till it was complete to Westfield and when the Andover section was completed that would be operated too. As regards the proposal to build a connection to Vancouver to meet the Maine Central Rail-

way, Dr. Reid said that this would involve the construction of forty-five miles of road in Canada, whereas there was a proposition to connect with the Maine Central at another point which would involve the construction of only twenty-five miles of road in Canada, the American line to build fifteen miles itself to meet it.

Hon. G. P. Graham said that in view of the fact that the railway estimates before the house totalled \$19,000,000 the government should acquaint parliament with the character of any other railway legislation it proposed to bring down. According to the press, aid was to be given to two lines and more than aid to a third. There was also to be noticed in the estimates a peculiar item providing for the payment of a subsidy which would ordinarily have been provided for by a bill. Mr. Graham said he had read that it was proposed to assist the Canadian Northern, Grand Trunk Pacific, and Quebec and Saguenay and he thought the government should under the circumstances, and before it asked the house to vote through all the railway estimates, lay its cards on the table. Mr. E. W. Nesbitt and Mr. J. G. Turfitt supported this view.

Dr. Reid said that so far as St. John Valley Railway legislation was concerned, that would save the country \$3,000,000 by eliminating the construction of three bridges. As regards the subsidy payment provided in the estimates, that was for the Edmonton, Dunvegan and British Columbia Railway, which it had been agreed last year to assist, since its construction was essential to getting out the grain in that district. Dr. Reid did not know of any further railway legislation up to the present. The house

## KING'S CO. MURDER TRIAL AT HAMPTON

### Jury Sworn and Several Witnesses Heard — Prisoner Nervous and Shows Effects of Two Months in Jail.

Special to The Standard, Hampton, N. B., April 25.—An adjourned sitting of the Kings County Circuit Court opened here this morning soon after the arrival of the maritime express to continue the trial of Daniel V. Canning, who is charged with the murder of his sister, Bridget O'Brien, and her husband, Thomas O'Brien, at their home near Sussex on or about February 17th last. Canning was indicted by the grand jury at the regular sittings of the court about a month ago and pleaded not guilty, after which an adjournment was agreed upon. His Honor Judge Crockett presided over the court, being represented by Daniel Mullin, K.C., and the defence by Daniel J. J. Freese, H. M. Parise and M. B. Innis were among the other legal gentlemen who were present. High Sheriff S. A. McLeod was in attendance in the place so long occupied by the familiar figure of the late Sheriff W. Freese, and the regular court officials were in their accustomed places.

There was quite a large crowd present at the opening hour and interest ran high when the prisoner was brought into court by Deputy Sheriff Campbell and Constable Lawrence and placed in the dock. He did not come very willingly; in fact was quite disorderly before leaving the jail, but came into the court quietly enough and took his seat directly facing the judge, never changing that position. He

looks pale and somewhat haggard after his two months incarceration and with unshaven face and uncombed hair and wearing an overcoat with fur collar, in spite of the warm temperature of the court room, he certainly did not present a prepossessing appearance. During both the morning and afternoon sessions he sat in the one position but almost continually crossing himself, occasionally bowing almost to the floor and frequently with his lips moving as if muttering to himself.

Before twelve o'clock the following jurymen were selected and sworn; J. N. Inch, W. A. Reynolds, W. T. Chown, F. E. Curry, Alphons McNaught, Bartholomew Graham, John Scribner, W. A. Branscombe, John L. Coleman, Geo. W. Gregg, John Keating and Bernard McLaughlin.

The case for the Crown was briefly presented to the jury by Mr. Mullin and Dr. Pearson of Sussex called as

the first witness. This witness was not cross-examined.

At the afternoon session several witnesses were examined and while nothing of a sensational nature developed the line of questioning adopted by counsel for the defence would indicate the intention of questioning the sanity of the prisoner.

Court has adjourned until tomorrow morning at ten o'clock.

## EASTER ELECTIONS IN ANGLICAN CHURCH AT HARTLAND

### Special to The Standard, Hartland, N. B., April 25.—The Easter meeting of Church of England was held at the rectory last night and Dr. Pearson of Sussex called as fol-

lows: Church wardens, G. F. Nesbitt, R. W. Pratt; vestrymen, P. Graham; lay representative to Synod, A. D. Colwell; substitute, G. F. Nesbitt; side-men, H. A. Large, J. W. Montgomery, Jas. Lipsett, Albert Howells. The financial statement for the year was encouraging, but it was decided to defer building the new church until the fund for that purpose had grown somewhat larger.

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