

BRITISH ON LOOK OUT FOR AERIAL ATTACKS

Germans Claim To Have Done Great Damage In the Recent Raids, But This Is Denied—Weather Hindering Russians In Carpathians.

[Canadian Press.]
London, April 17.—The Allies on one side and Germany on the other are today taking inventories of the injuries inflicted by the recent aerial operations, and with the usual contradictory results. The attackers claim that their assaults from the air have resulted in the destruction of military transport and equipment, while the defenders report that the only tangible effects of these operations have been casualties to civilians and slight damage to property.

The people of Britain, under the influence of their recent experiences, are today looking for a repetition of an aerial attack from German Zeppelins or Taubers. Up to noon, no such fresh occurrence had been reported.

ZEPP RAIDS MAY BE THE BEGINNING OF GREAT ATTACK

London Inclined To Think Kaiser's Aerial Fleet Are Merely Looking Over the Ground—Suffolk and Essex Scene of Third Visit.

LONDON, April 16.—10:30 p.m.—England this afternoon experienced its first hostile air raid within 48 hours, but the last, like those immediately preceding it, resulted in no loss of life and no serious damage to property.

Taking advantage of fine flying weather, which enabled a Zeppelin alight to visit the vicinity of the Tyne Wednesday night and the coasts of Suffolk and Essex early this morning, a German aeroplane having crossed the North Sea this afternoon flew over the county of Kent dropping bombs. In all, four missiles were dropped—in the vicinity of the towns of Faversham and Sittingbourne, the latter just across the bridge from the Isle of Sheppey, which is the birthplace of the British Royal Naval Flying Corps. All the bombs fell in fields.

From Sittingbourne the aeroplane flew over the Isle of Sheppey, and it is thought probable the aviator mistook the towns attacked for Sheerness, the British naval base, which is on the other side of the island. On his way the aviator passed over Canterbury, and other towns in Kent but did not drop any explosive projectiles upon, or near them.

Bombs in Six Towns.
Zeppelins, for it is believed there were two of them, which visited East Anglia during the early hours of this morning, dropped 25 incendiary and explosive bombs on Lowestoft, Southwold, Maldon, Burnham-in-the-Grouch, Heybridge and Tillingham, but, like the raid of the previous night on the Tyne-mouth district, only material damage was done, although a number of persons had very narrow escapes. In Lowestoft a bomb dropped in a garden shattered a row of small houses, and people sleeping in them were cut by broken glass.

Allies Will Reply.
During the three raids at least 50 bombs have been sent down by the Germans. Either by error or purposely the aviators seem to have kept away from the larger towns, where they might have been discovered by searchlights and come under fire from the land. There is an inclination here to consider the raid only in the nature of reconnaissance, for, except in case of aeroplane bases, points of military importance were not touched, although in each case aircraft passed within a short distance of such places. In view of this belief extra precautions are being taken while the fine weather lasts. The Allies already are making reprisals for all German attacks over the fighting zone, and it is considered here to be likely that the raids over England will receive their reply before very long.

FRENCH BOMBS ON POWDER FACTORY.

PARIS, April 16.—The official statement of the French war office issued tonight says:
"Our aviators were very active. Ten bombs were thrown on the workshops of the railway station of Leopoldshöhe, east of Auringue, which are being used for the manufacture of bombs. Ten bombs were dropped on the powder magazine at Rothwell. Six struck the mark and a huge red flame shot up, surrounded by dense smoke. The aeroplanes were struck by shell splinters, but returned safe and sound."

"Forty bombs, most of which struck their mark, were dropped on the central electric station of Malines Les Metz, fifteen kilometres (about ten miles) north of Metz. This station supplies the towns and forts by Metz with powder and light. Much smoke rose from the central building. On their return our aviators encountered three aeroplanes, who they chased, forcing them to land. Our squadron suffered no mishaps, although

Wall Papers

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From left to right—Miss Alma Dancy, of Goderich, eldest daughter of Mr. and Mrs. L. E. Dancy. She graduated from St. Luke's Hospital, New York, five years ago, and has been living at home since then. Miss Helena L. Read, daughter of the late John Read and Mrs. Read, of Stratford, who left this week for Ottawa on her way to the front. She is a graduate of the Berlin and Waterloo Hospital in the class of 1912 and a post-graduate of the Polyclinic Hospital in New York. Since then she has practiced as a private nurse in Berlin and Stratford. While passing through Berlin on Tuesday, Miss Read was met at the station by a large number of friends and made the recipient of a rubber set by the staff of the Berlin and Waterloo Hospital, a steamer rug from the hospital trust, and a folding umbrella from the Graduate Nurses Association.

GERMAN VIEW OF CARPATHIAN FIGHT

Correspondents Tell of Huge Losses of Five Russian Forces.

OPTIMISTIC TALES TOLD

Only One Slight Success For the Czar's Troops Is Admitted.

[Canadian Press.]
Berlin, April 17.—Via London, April 17.—The war correspondents at the Austrian headquarters have taken advantage of the pause in the battle in the Carpathians to summarize the results of the Russian efforts to break through the mountain barriers, which have progressed as a continuous gigantic battle since the fall of Przemyśl.

The Russian who first massed troops first against one and then another part of the line, succeeded in advancing their own line slightly in the depression south of Dulista Pass, where they hold a considerable area of the southern slope of the mountains. They also impelled the Austrians to straighten out the big northern bulge in their line east of this point between Lupkow and Uzok Passes, where it has been pushed forward well into Galicia toward Przemyśl in the February operations. The rest of the Austro-German line has not bent under the furious Russian attacks, but has even advanced materially eastward of Uzok Pass.

Five Hundred Thousand Loss!
Eugene Lennhoff, correspondent in the Carpathians for the Zeitung Mittels, estimates that the Russian losses killed, wounded, sick and prisoners in the attempt to force a way through the passes is at least half a million. In this connection Herr Lennhoff says:
"The strength of Russia's proud Carpathian army is broken without coming anywhere near the goal for which the Russian leaders cast everything into the balance. Its losses are prodigious. Bodies lie in heaps before the allied lines."

Herr Lennhoff says that he believes the after-effects of this struggle, like the winter battle in the Champagne district, will be highly important. The Russian troops, he states, are greatly exhausted, and expresses the opinion that their offensive power probably is seriously lamed.

More Stories.
The correspondent of the Lokal Anzeiger describes the Carpathian operations as the greatest in history. He says that fully two million men altogether have been engaged in this conflict. The battle, he continues, has taken a heavy toll from the Russian nobility, large numbers of young guard officers having recently been assigned to this front. One hundred and fifty members of the guard were killed in an engagement near Kosow. Lieut-Gen. Lisofsky and Major-Gen. Michael Kalmitz were among the severely wounded Russian officers. The correspondent says that Grand Duke Michael, younger brother of the Emperor of Russia, is understood to command a division on this front.

RED CROSS UNITS SAIL FOR BELGIUM

[Canadian Press.]
New York, April 17.—The American Line steamship St. Louis, sailing today for Liverpool, carries four surgeons and twenty-four nurses, composing, with two additional surgeons to join them in England, two complete Red Cross field hospitals. These units are to be at Grand Cross wharf at Vera Cruz directed to the Belgian army and stationed at La Panne.

Dr. Albert R. Doodman, of this city, one of the surgeons, was in charge of the Red Cross unit at Vera Cruz during the American occupation of that port.

Dr. William H. Morris, of Baltimore, another of the party, a specialist in blood transfusion, and a graduate of Johns Hopkins University.

Dr. John D. Spellman, of Cincinnati, and Dr. Carl B. Morrow, of Portland, Ore., complete the party of surgeons.

A Red Cross consignment of cotton, bandages, anti-sepsin and surgical instruments valued at \$20,000 also goes to Belgium on the St. Louis.

PACIFIC MAIL STEAMERS WILL CANCEL SAILINGS

SAN FRANCISCO, April 16.—The Pacific Mail Steamship Company, operating one of the largest fleets in foreign trade under the American flag, announced today that all sailings after November 2, 1915, had been cancelled because of the new seamen's law, which will go into effect November 4. The company operates with Chinese crews in the trans-Pacific service.

The fleet plies between San Francisco, Honolulu, Japanese and Chinese ports and Manila, and along the west coast.

The company's representatives stated that no freight contracts would be made beyond July 31, 1915. The future of the Pacific Mail fleet, it was said by R. P. Schwerin, vice-president and general manager of the company, would depend upon the action of the stockholders at the annual meeting, May 19.

He said the added cost of operation under the new law would make continuance unprofitable.

EXTRAVAGANCE OF TORIES SHOWN UP

Hon. George Graham Tells the Perth Liberals Cause of Hard Times.

DISLOYALTY SHOWN UP

Sly Tactics Laid Bare—Dr. J. P. Rankin Convention's Choice.

[Special to The Advertiser.]
MILVERTON, April 16.—For the third successive time, Dr. J. P. Rankin, ex-M. P. of Stratford, was the choice of the North Perth Liberals at the nominating convention held here today. He was the unanimous choice of the thirteen nominated.

The gathering was largely attended, and the delegates were optimistic of winning North Perth to the Liberal cause.

The other nominees were: R. T. Harding, Stratford; ex-Ald. D. A. McLachlan, Stratford; D. M. McCullum, North Perth; Robert Armstrong, Ellice; F. W. Hay, Listowel; J. A. Hacking, Listowel; George McLagan, Stratford; R. S. Robertson, Stratford; Henry Hemmings, Govanstown; D. B. Brieve, Mornington; ex-Mayor Climie, Listowel; John Davidson, Mornington.

All withdrew, and on motion of Messrs. Hacking and Harding, the nomination of Dr. Rankin was made unanimous.

Hon. George P. Graham, M. P., and F. F. Pardee, M. P., were present, and discussed the pressing public questions in a convincing and able manner.

Graham Exposes Extravagance.
Hon. Mr. Graham was given a great ovation as he showed how the Government's action of extravagance, sought to replenish the treasury by special taxation, under the guise of a war tax. While the war may have increased the government's revenue, it has not caused hard times in Canada. The period of Liberal administration, between 1890 and 1911, was the most prosperous Canada ever had. From the time the present government came into power the revenue had decreased and expenditures increased. Then came deficits.

The speaker strongly arraigned the Government for their lack of foresight in the present crisis in Canada. Sir Wilfrid Laurier had seen a financial depression coming in 1911, and by means of wider measures of trade with the United States had prepared to meet it.

The Why of Depression.
"Today we are harder up than for 25 years." The action of the Liberals in the 1907 crisis was cited, and as a result of their action the depression was hardly felt. At present the war is blamed, but the war was not responsible for the hard times. Instead of curtailing the Government increased the expenditure before the war came.

Taxes imposed on the people of Canada are not being used, and will not be used, for carrying on our part in the war. The Government is placing taxes on the people under false pretences, and taking advantage of patriotism to pay for their extravagance. The war tax stamp is equivalent to a man going to the country with a gun, and asking the people to take stock.

Mr. Graham related the efforts of the Liberals to have the British preference unchanged, which the Government headed not.

"Is this a time, when the motherland is lending money to Canada and the allied countries to carry on the war, to put an extra tax on the goods she sells us? Her success depends as much on trade as anything else. The increase means, with \$155,000,000 annual trade, a \$5,000,000 tax. Canada borrowed \$150,000,000, the interest being \$5,000,000. In other words it means that Britain loans us \$150,000,000 without interest, and pays \$5,000,000 for doing it. The Government should have gone the limit in the matter of tariff and readjusted it after the war."

How Mr. Graham dealt with the Canadian Northern, Intercolonial Railway and Quebec bridge, to which the Conservatives refer as "babies left on the doorsteps by the Liberals."

"We left more in the treasury than was spent on the Transcontinental by the Conservatives," declared Mr. Graham. Negotiations relative to the construction of the Transcontinental road by the Liberal Government were reviewed, and from the time work began until the Laurier Government went out of power every disagreement between the Government and the company has been settled. When the Conservatives came into power, they proceeded to carry on the work according to the agreement. Every step taken by them in connection with the Transcontinental was given as an excuse for the company not taking over the road. Every effort was made to discover graft on the part of the Liberals in that part of the road constructed, but out of an expenditure of \$100,000,000 the investigators cast suspicion only upon \$4,000, and the man denied that under oath.

Commission Cooked Report.
"From cover to cover there is not one line of the report based on the evidence given the commission, from cover to cover there is every evidence of dishonesty, and in some instances absolute untruthfulness. This com-

mission misquoted the statute under which the road was built to gain a point for the Conservative party, and there was even evidence suppressed by the commission which would have disclosed some of the things said in the reports. The Government has done everything in its power to prevent the company taking over the road, not only changing the road, but removing the terminal shops, without consulting the company. Then the road is not yet completed. Had Sir Wilfrid Laurier remained in power, these changes would not have taken place, and today the Transcontinental would have been in operation.

As for the Quebec bridge, Mr. Graham said, the Liberals had put all the expenditures up to the time they went out of office.

The Canadian Northern.
Referring to the Canadian Northern, to which the Conservatives have given grant after grant, and are now a juncture partner, furnishing the money, but having no say in the management of its affairs, Mr. Graham contended that the Liberals left no baby at the door-step that could not have been nursed, had not they put long dresses on it right away. The Laurier Government would not aid Mackenzie & Mann to build a road west of the Rockies. The action of the Government in respect to the highways bill was recalled. When this was introduced, the understanding was that the money was to be spent in the various provinces, according to population. However, the bill, as presented, did not provide for this, but would have permitted the Government spending the entire good roads appropriation anywhere there happened to be an election. When the Senate took exception the Conservatives said they killed the bill. This measure was not to build roads, but to buy votes. Did the Senate kill the bill? No. The Government strangled their own measure when it was returned to them.

Make Roads, Not Buy Votes.
"On behalf of the coming Government I want to say that if the Laurier administration is returned there will be placed in the estimates a reasonable amount of money for each province for roadmaking and not for making votes."

Premier Borden had disclaimed all knowledge of the operations of De Witt Foster in regard to the horse deal, as revealed by the public accounts committee. How could Foster have \$75,000 of Government money placed in the bank to his credit if the Government did not know it was going into the purchase of horses? The Government says they knew nothing of the middleman, "The Manxman's" Association of the Dominion of Canada officially notified Sir Robert Borden that they had been compelled to sell their goods to the Government through the middleman. They were not permitted to sell direct to the Government.

Correspondence Denied.
Sir Robert demanded specific uses and a dozen men were found willing to swear to this. The correspondence in this connection was asked for in the Commons, but was not produced. "It is the duty of the Manufacturers' Association on behalf of their own good nature to make public the correspondence with the Prime Minister, and to prove to the world that as an association they had demanded the right to sell direct to the Government," declared Mr. Graham.

Charges Against Oliver.
As to the charge against Hon. Frank Oliver, Hon. Mr. Graham said most of the things charged happened before Mr. Oliver was in office. "If there was wrong doing in the Liberal party, the wrong doers should be punished," he said. The report was smuggled into the house in the dying moments of the session, when the parties had no opportunity to reply. Even if everything alleged were true, it was no answer to the wholesale graft revelations by the public accounts committee.

Where is the Loyalty?
Mr. Pardee referred to the campaign of 1911. The present Government had risen to power in a campaign of flag waving and misrepresentation. No Conservative speaker would discuss the economic side of reciprocity but only by representing it as a movement towards annexation to the United States. They aroused the loyalty cry and accused the support of ardent Britishers, more especially British-born, of British-birth, the speaker asked, where is the loyalty of the Conservatives now? They have given the motherland a slap in the face as regards trade and put up a 5 per cent barrier. "Never was an act so entirely unwarranted and so likely to bring about feeling between Canada and the motherland as this," said Mr. Pardee.

\$89,000,000 vs. \$140,000,000.
In 1911 Sir Robert Borden denounced the expenditure of the Laurier Govern-

ment, amounting to \$89,000,000 last year, the Borden Government expended \$140,000,000. Despite their platform for civil service reform, they have dismissed since 1911, 12,446 Liberal appointees and appointed 25,613, a net increase of 12,147 civil servants in four years.

Figures were quoted to show the vast expenditure of the Government. The result was the 7 1/2 per cent horizontal tax.

"At Ottawa we have a set of ministers for the crown absolutely untrue to their trust or else incapable of carrying on the country's business," he declared.

Where Blame Lies.
"Sir George Foster, speaking of the graft revelations, says 'don't blame the Government,' but the Government has to be held responsible for what the agents of the Government do. If the people of the Dominion do not hold them responsible, the morality of the people is not what it should be."

Every move of the Liberals while in power was along the line of making the burdens of the farmers and workingmen lighter.

North Perth Officers.
The election of officers resulted as follows—President, F. W. Hay, Listowel; vice-president, Dr. J. P. Rankin, Stratford; secretary, J. A. Hacking, Listowel; treasurer, John Brown, Stratford.

Municipality vice-presidents, Wallace Frank Kuper, Ellice, Andrew Stevenson, Listowel, Andrew Malcolm, Mornington, Owen Fleming, Milverton, Sam Petrie, Ellice, Thomas Smith, North Perth, J. D. Fisher, Stratford, D. A. McLachlan.

A resolution of unbounded confidence in Sir Wilfrid was unanimously adopted and the meeting closed with cheers for the king, the candidate and the speakers.

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The last to enter a race is frequently the first at the goal.

Use the Nomination Blank On Page 11 of This Edition

STEADY, PERSISTENT WORK WILL MAKE YOU A WINNER. DO NOT LET A DAY PASS WITHOUT SECURING SOME VOTES OR SUBSCRIPTIONS.

Keep Your Eyes Open

Standing of candidates in contest to be again announced Wednesday afternoon, April 21.

All votes, in order to be counted on this occasion, must be in The Advertiser office not later than 12 o'clock noon on Tuesday, April 20.

