

Continued from page two) other words they want to go out on a fishing expedition. It should be remembered that while Mr. Kyle laid the charges they were the work of Mr. Carvell's versatile imagination. He had already spoken in the debate calling for an investigation, and he could not speak a second time. So the speech and the charges were handed over to Mr. Kyle, Mr. Carvell sitting alongside him and coaching him. Today the premier refused to allow Mr. Carvell's fishing excursion, pointing out that the investigation was proceeding along the lines of Mr. Kyle's charges. There was nothing brought out at the enquiry today. As a matter of fact the whole thing has been a fizzle. The opposition may put witnesses on the stand and make some more spectacular displays, but that is not evidence. The Americans whose names were mentioned in connection with the charges are all here. They will be examined at the beginning of next week. They seem to be enjoying the discomfiture of Messrs. Kyle and Carvell. There is no doubt they expected that the Americans would be afraid to show up. So far from being afraid they appear to be enjoying their picnic at Ottawa. Mr. Carvell in the course of his speech in the house aroused anger by sneeringly describing John Beeb of Dufferin, as a "farmer" member. There was a shout of anger from the farmers of North Essex protesting as a farmer against the sneer at the farmers, saying that one of the things wrong with the house was that there were too few farmers in it, and too many of Mr. Carvell's class. The incident caused quite a commotion while it lasted and Mr. Carvell apologized.

Progress of the War.

London, May 8.—Captain Eric MacDonald, son of Rev. Captain MacDonald, of St. John, N. B. chaplain in London, is home on leave from the front. For daring work performed recently, he received the congratulations of his General. Under cover of darkness, Captain MacDonald crept to a barbed wire entanglement where German patrols were due and arranged a trap which blew up the patrols when they reached the spot. Lt. Col. F. M. Almond, of Montreal, assistant director of Canadian hospitals at the front, is in London for a few days. He speaks well of the facilities granted by the Q. Q. O. officers and others for his work at the front.

London, May 4.—The curtain of fire of the French has set against another German attack launched against trenches which the French recently captured at Le Mort Homme. This engagement, which is characterized by Paris as a small one, has been the only fighting by infantry on the French and Belgian fronts. The big guns, however, have not ceased their activity on various sectors. A very violent bombardment is reported in the region of Hill 804, northwest of Verdun. The Germans are still throwing shells in great numbers against the Meuse bridgehead of the Russians on the eastern front. There also has been a heavy artillery duel between the Germans and Russians in the region of Kozlo. The usual bombardments and isolated infantry attacks are in progress on the Austro-Italian front. The Turks started two offensive movements against the Russians, one in the region of Balbut and the other near Erzingan. Both were repulsed according to Petrograd. The German General Liman von Sanders is superintending the concentration of Turkish troops in North Smyrna, and defense measures for Turkey's Asiatic coast.

Paris, May 5.—The war office communication, issued this evening, says: "Bad weather has impeded the operations on most parts of the front, where only artillery fighting has been reported. To the west of the Meuse the bombardment went on with increased violence during the course of the day on the sector of Hill 204. In the region of the Avocourt wood and the Caurettes wood the bombardment is less violent, but continues. To the east of the Meuse and in the Wouvre moder-

ate artillery activity is reported. "Army of the east: On the night of May 4-5, about two o'clock in the morning, a Zeppelin which was hovering over Saloniki was brought down by the artillery of the Allied fleet. The Zeppelin fell in flames at the mouth of the Vardar river." Belgian communication: "The German artillery at daybreak opened a violent fire on our positions to the north of Steenstraete and Dixmude. A very spirited fight between bomb throwers and pieces of every calibre ensued. During the bombardment of the German line we severely damaged the German defense organizations, which were shattered at several points." London, May 5.—A British communication, issued this afternoon, concerning the situation in Mesopotamia, says: "Lieut. General Sir Percy Lake reports under the date of May 3, that the military situation is unchanged. The arrival of the first batch of sick and wounded from Kut-el-Amara (recently surrendered by the British, after a long siege) is reported by the corps commander."

London, May 6.—It was the Zeppelin "L-7" which was destroyed by the British off the German coast. The destruction of the Zeppelin was completed by a British warship. The submarine rescued seven men of the Zeppelin crew, all the members of which were reported in an earlier statement to have been lost. "A more detailed report has been received of the destruction of the Zeppelin "L-7" says an official statement given out here today. It now appears that, though severely damaged by H. M. S. Galatea and Phaeton, her destruction was completed by a British submarine commanded by Lieut. Commander F. Feilman, which rescued seven of the Zeppelin's crew and has returned with them. "She was attacked and slightly injured by a German cruiser on her return voyage."

Paris, May 7.—General Robert George Nivelle has been appointed to direct the local operations at Verdun. He will succeed General Henry Philippe Petain, who has been promoted to commandant in chief of the group of general armies in the sector between Soissons and Verdun. London, May 7.—The British official communication, issued this evening, says: "Last night and today there was artillery activity on both sides about Maricourt, Thiepval, Arras, Loos, St. Eloi and Ypres." Paris, May 7.—In fierce attacks on both banks of the Meuse today the German forces gained ground from the French. They entered the French communicating trenches east of Hill 804, and gained a footing in the first French line between Haudromont and Fort Douaumont, over an extent of nearly a third of a mile. The official communication reads as follows: "On the left bank of the Meuse a bombardment of extreme violence, which lasted without cessation for two days, in the region of Hill 804, was followed by a powerful German attack delivered against our front between Hill 804 and Le Mort Homme. The enemy, after repeated efforts, penetrated the underground passages of Hill 804. Everywhere else he was repulsed with serious losses inflicted by our machine guns and batteries, which energetically bombarded the German lines. On the right bank, after intense artillery preparation the Germans delivered several successive attacks against our trenches between Haudromont wood and Fort Douaumont. In the western part of the front the enemy attack gained a footing for an extent of about 500 metres in our first line. To the centre and to east all attacks were broken."

when five of the coaches left the rails a short distance west of Red Pine. The express car caught fire and was totally destroyed, and the baggage car took fire but the flames were extinguished, but so far as could be ascertained last night was the only car which was burned. Wrecking crews were quickly on the scene as they had been working on a freight wreck which had occurred earlier in the day a short distance up the line. The passengers were badly frightened but nobody was hurt. A train was run down from Campbellton and the passengers were transferred and continued their journey. The St. John men who were known to be on the train were Grant Smith, son of W. G. Smith, Princess Street, who left for Quebec to take a course in the Artillery School, and Lorne Whittaker, son of F. S. Whittaker, who was returning to Ottawa. They wired to their parents that they were all right. The line was clear at eight o'clock last night. No reason has as yet been given for the run off.

Train Wreck

Moncton, May 7.—Saturday night's Maritime Express, northbound, left the rails about 2:20 Sunday morning between Red Pine and Gloucester Junction. The express car was burned, but so far as known nobody was injured. Two St. John men were on the wrecked train, but word has been received that they are all right. The Maritime Express left St. John at the usual time Saturday night and connected with the northbound express from Halifax at Moncton, leaving there at 10:30 as usual. Everything was all right until 2:20 a. m.

The Acts Passed.

Following are the acts passed at the recent session of the Provincial Legislature: "The Drainage Act 1916." "An Act to incorporate Patons Limited." "An Act to incorporate the Savage Harbour Packing Company Limited." "An Act to amend an Act to incorporate Auld Bros. Ltd." "An Act to incorporate Cape Traverse Hall Company." "An Act to incorporate J. R. Gillis Limited." "An Act to incorporate Crescent Lodge No. 24, Knights of Pythias." "An Act to incorporate Morell Hall Company." "An Act to further amend the Charlottetown Waterworks Act 1887 and the Charlottetown Sewerage Act." "An Act to authorize Wm. A. Muttart to change his name to Fred. Muttart." "An Act to incorporate Egmont Bay and Mount Carmel Telephone Company Limited." "An Act to incorporate the Brick and Tile Company Limited." "An Act to amend an Act for the incorporation of Sherwood Cemetery Company."

Fire at Montigny last Sunday night destroyed the shop of the General Car Machinery Co., which is doing munition work. The general manager says no doubt that the fire was incendiary. The loss is \$300,000 covered by insurance, but the Allies lose 5,000 to 8,000 shells ready for delivery.

G. T. P. Reached End Of Its Tether
Ottawa, May 8.—Voluminous correspondence and official documents relating to the applications of the Canadian Northern and G. T. P. for the temporary financial aid which the government has agreed to give were tabled in the commons this afternoon by Sir Thomas White and forthwith sent to the king's printer to be printed and then circulated among the members. A portion of the return which was made available from the printing bureau late tonight contained a very important letter to the prime minister under date of December 10th last from London by Alfred W. Smithers, chairman of the Board of Directors of the G. T. P. Company. Mr. Smithers intimates in the letter that the government will have to assume the liabilities of the G. T. P. Company, the Grand Trunk Company, which will have to turn over to the government the whole of the former road. "We are now at the end of our tether with regard to G. T. P. finances," says Mr.

Local and Other Items.

Fresh herring have arrived and are in the market. Australian and New Zealand troops have arrived in France and have taken over a portion of the front.

The Imperial Government is to organize an immediate expedition for the relief of Shackleton marooned in the Antarctic.

The steamer S R. Kirby was lost in a storm on Lake Superior Monday. It is believed that the crew of 20 were drowned.

The New South Wales ministry has withdrawn its resignation and the matter of the Upper House will go to the people for vote.

Quite a quantity of ice floated into Charlottetown harbor from the Straits yesterday, and large cakes came right up into the docks and grounded.

The steamer Empress, recently sold to the C. P. R. by the Steam Navigation Company, left here this morning. She is intended to ply between Digby N. S. and St. John N. B.

A news agency despatch from London says: Baron Reading, Lord Chief Justice of England, will preside at the trial of Sir Roger Casement, which will be held in London within a few days on the charge of high treason.

Lloyd's reports that White Star Liner Cymric, 13,000 tons, from New York with munitions, which was last Monday night reported torpedoed, sank at 3 o'clock in the morning. All on board were saved. There were no passengers.

The government has acquired the site of 20,000 acres, ten miles from Barris, Ont., for a military camp that will far surpass Valcartier. Everything is to be ready for the reception of 25,000 troops by June 1st. Sir Sam Hughes announced this the other night.

The steamship Venezia, at New York on Monday from Bordeaux, with forty Americans aboard, reports being fired on and chased by two Commerce raiders off the Azores. The Americans were returning employee's who had looked after horses on the Venesia's Eastward voyage.

A Lloyd's dispatch from Tenerife, Canary Island to London says that the German steamship Taida drifted seaward during a gale and was captured by a cruiser which towed her northwest. The German steamer Taida is a vessel of 2,073 tons gross, 390 feet long, built in 1914, and owned in Oldenburg.

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Smithers. Advances by the G. T. R. Company at the end of Feb. of this year totalled \$26,179,728 and notes held covering the advances amounted to only \$24,334,016. "Under present circumstances," writes Mr. Smithers, "it is quite impossible for the G. T. R. Company to meet the extra liabilities arising from the G. T. P. Railway. Again Mr. Smithers writes: "It is an inexpressibly bitter disappointment to the board and myself to have to think of giving up the Grand Trunk Pacific Railway, but it is the first duty to make every sacrifice to save the numerous present investors in England, who is in perfect good faith, have contributed the many millions which have built the G. T. P. Railway at the very moderate rate of interest of a little over four per cent."

Production and Finance

CANADA'S CALL FOR SERVICE AT HOME

Produce More and Save More

The Empire needs food. If you are not in the fighting line you may be in the producing line. Labour is limited—all the more reason to do more than ever before. Grow food for the men who are fighting for you. The Allies need all the food that you can produce. Every little helps. You are responsible for your own work. If you cannot produce as much as you would like, produce all you can. Work with the right spirit. Put fighting energy into your effort, and produce now when it counts. The more you produce the more you can save. Producing and saving are war-service.

Make Your Labour Efficient

In war-time do not waste time and energy on unimportant and unprofitable work. Economize labour. Put off unproductive work till after the war, and, if possible, help in producing something needed now. Let us not waste labour. Canada needs it all. If possible help to feed the Allies. Make your backyard a productive garden. Cultivate it with a will. Make your labour count for as much as possible.

Do Not Waste Materials

There should be no waste in war-time. Canada could pay the annual interest on her war expenditure out of what we waste on our farms, in our factories, in our homes. Every pound of food saved from waste is as good as a pound of increased production. The way for a nation to save is for every individual to save. France is strong today because of thrift in time of peace. The men and women of Great Britain are not only "doing" but are learning to "do without."

Spend Your Money Wisely

Practise economy in the home by eliminating luxuries. Wasting our dollars here weakens our strength at the front. Your savings will help Canada to finance the war. Save your money for the next Dominion War issue. There can be no better investment.

THE GOVERNMENT OF CANADA
THE DEPARTMENT OF AGRICULTURE THE DEPARTMENT OF FINANCE

Home-seekers' Excursions

Via Canadian Government Railways.
TO MANITOBA AND THE CANADIAN NORTH WEST.

Excursion tickets will be sold every Wednesday until October 25th, to Winnipeg, Regina, Saskatoon, Calgary, Edmonton and numerous other points in the Canadian North West. These tickets will be good for return within two months from date of issue. Full particulars can be obtained from any Ticket Agent of the Government Railways. Holders of these tickets have the privilege of travelling by the new "Transcontinental Lias" via Toronto, North Bay and Cochrane, Ont., Hearst, Ont., and any intermediate station on Canadian Government Railways. Slide trip tickets may also be purchased at Cochrane from points on the Canadian Government Railways east to, and including Doucette Que., at special low fares. These privileges will permit passengers to inspect the famous Clay-belt of New Ontario, a rich farming country, opening up the new line of the Canadian Government Railways.
May 10, 1916—11

DIED.
McLEOD—At Kinross, Monday, May 8th, 1916, Mr. John A. McLeod, aged 82 years.
FOUND—In this city on May 7th, Helen Pount, beloved daughter of Mr. and Mrs. Mark Pount, aged 10 years.
McPHAIL—In this city May 7th, Sophia McPhail, widow of the late John McPhail, aged 84 years.
BROWN—In this city May 8th, Janis Elizabeth Jakeman, widow of the late James Brown, in the 80th year of her age.
HOGAN—At the City Hospital, on the 6th inst., after a brief illness, Prtric Hogan, brother of Mr. M. F. Hogan, aged 80 years. His funeral took place on Sunday afternoon at the Cathedral, thence to the Car Ferry Prince Edward Island for interment at Brule, N. S. R. I. P.

NOTICE.
All persons having Accounts, Notes of hand, etc., unpaid at close of past year, are requested to settle same or make satisfactory arrangement without further notice.
Dr. D. E. MORRIS,
Dundas.
May 8, 1916—4i

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LET US MAKE Your New Suit

When it comes to the question of buying clothes, there are several things to be considered. You want good material, you want perfect fitting qualities, and you want your clothes to be made fashionable and stylish, and then you want to get them at a reasonable price. This store is noted for the excellent quality of the goods carried in stock, and nothing but the very best in trimmings of every kind allowed to go into a suit. We guarantee to fit you perfectly, and all our clothes have that smooth, stylish, well-tailored appearance, which is approved by all good dressers. If you have had trouble getting clothes to suit you, give us a trial. We will please you.

MacLellan Bros.
TAILORS AND FURNISHERS
153 Queen Street.

ISLAND SOLDIERS
At the Front Are Asking For
Hickey's Black Twist CHEWING TOBACCO

BECAUSE IT IS THE BEST
Hickey's