

# 8 MARITIME PROVINCE MEN IN CASUALTIES

## BRIT MAJORITY IN THE SENATE TO BLAME

For Fact that Naval Aid Act Not Reintroduced in Session of 1914 Before War, Premier Borden Reminds Mr. Sinclair.

Prohibition Measure Again Before the House and Several New Amendments Introduced.

Ottawa, April 5.—That the Liberal majority in the senate blocked, in the session of 1914 before the war, the re-introduction of the Naval Aid Act was the statement made by Sir Robert Borden in the House today in an answer to a question put by Mr. J. H. Sinclair, Gaysboro. Just what was the object of Mr. Sinclair in putting his question as to why no naval legislation was introduced in 1914 is not clear but it afforded him cold comfort and gave an opportunity to emphasize the fact that it was the Liberals who prevented Canada assisting Great Britain to take her proper part in the war by sea.

Sir Robert Borden said: "In the autumn of 1913 the government had under consideration the re-introduction of the naval aid bill of 1912 but thought such re-introduction undesirable unless there was some reasonable prospect that it would not be defeated in the senate. Confidential inquiries were made for the purpose of ascertaining whether such a bill either in its original form or in some modified form might be expected to pass the senate, thus enabling Canada to assume her proper share in maintaining the common defence of the Empire. It was reported to the Prime Minister as the result of these inquiries that no assurance could be given of the acceptance by the senate either of the naval aid bill in its original form or the modified proposal which the government were prepared to consider. For this reason no action was taken as it was thought undesirable to renew the controversy without any reasonable hope that the government's proposal would be carried in the senate, in 1914, with the view of formulating a permanent policy of naval defence. It was arranged with the admiralty that Admiral Sir John Jellicoe should visit Canada in August or September for the purpose of giving to the government the benefits of his wide knowledge and experience. While arrangements for his visit were still in progress the war broke out. Thereafter the government ascertained that in the opinion of the Imperial authorities the efforts and resources of Canada should be concentrated during the present upon the organization, training and equipment of military forces and that it would be inexpedient for the Canadian government under the circumstances to undertake at the present the provision of assistance in naval defence upon any considerable scale."

Ottawa, April 5.—Another reference to the famous debate upon the Naval Aid Bill of 1912 was heard in the Commons today when Mr. J. H. Sinclair based a question upon a speech delivered by the Prime Minister at the close of the session of January 1913. Mr. Sinclair quoted the statement of Sir Robert that the government intended to bring down at a later date a measure for the acquisition or construction of three battleships in accordance with the plan embodied in the bill defeated by the Liberal majority in the Senate and upon the passage of the new bill Canada would take over ships then about to be built by the Imperial authorities. The member for Gaysboro wished to know if the ships referred to had been built and if the government intended to pay for them.

"In the autumn of 1913," replied the Prime Minister, "the government had under consideration the re-introduction of the Naval Aid Bill but thought such re-introduction undesirable unless there was some reasonable prospect that it would not be defeated in the senate. Confidential inquiries were made for the purpose of ascertaining whether such a bill, either in its original form or in some modified form, might be expected to pass the senate, thus enabling Canada to assume her proper share in maintaining the common defence of the Empire. It was reported to the Prime Minister that no such assurance could be given. For this reason no action was taken as it was thought undesirable to renew the controversy without any reasonable hope that the government's proposal would be carried in the Senate."

Sir Robert proceeded to explain that arrangements had been made with the Admiralty in 1914 that Admiral Sir John Jellicoe should visit Canada in August or September in order to give to the Canadian government the benefit of his knowledge and experience in formulating a permanent naval policy for the dominion. The outbreak of war prevented Sir John from coming to Canada and

## MARCONI'S LATEST INVENTION TO REVOLUTIONIZE OPERATION OF AEROPLANES AND DIRIGIBLES

Paris, April 5.—Guglielmo Marconi has invented a special apparatus, based on a new principle, which is destined to make a sensational change in the operation of aeroplanes and dirigibles. This announcement has just been made, according to a Rome despatch to the Journal Des Debats.

Marconi has, at the same time, carried on important wireless telegraph researches with great success. His inventions will be immediately employed by the Italian army, after which they will be placed at the disposition of Italy's allies.

The British government had advised the Canadian government to concentrate its efforts upon raising and equipping military forces for service in the war. Hence the Canadian authorities have undertaken no naval operations on a large scale.

Ottawa, April 5.—In the Commons today Hon. C. J. Doherty's bill "in aid of provincial legislation prohibiting or restricting the sale or use of intoxicating liquors" was taken up in committee of the whole house. The minister of justice offered several amendments to the opening sections. One is intended to make it clear that persons who caused liquor to be sent into dry provinces will be guilty of an offence, another provides that a person who sells liquor, who sells or causes to be sold, knowing that it is to be imported into a prohibition province will be liable to punishment. A third amendment makes a change in the penalties set forth in the bill. It alters the schedule of fines which may be imposed upon offenders by fixing the fine for the first offence at not less than \$100 and not more than \$200, and for the second offence at not less than \$200 and not more than \$300. No change is made in the terms of imprisonment which may be inflicted for first, second and third offences. A fourth amendment provides that liquor seized in connection with prosecutions under the measure "shall be destroyed or otherwise disposed of as the court may direct."

Hon. William Pugsley agreed that a provision be put in the bill bringing the intercolonial under its application as well as other railways, as regards the carrying of liquor into provinces where there was prohibition. The idea that the king could do no wrong was being done away with, said the member for St. John. Mr. J. G. Turritt took the same view. It looked as though the government would have to take over the Canadian Northern and possibly part of the Grand Trunk Pacific. The law would therefore be a dead letter if a provision such as suggested by Mr. Pugsley were not inserted. In view of the difficulties in the way of enforcement he thought the minister of justice might as well withdraw the bill which after all was only a side-stepping measure, and adopt the Stevens resolution.

Hon. Mr. Doherty replied that no special provision was necessary as regards government railways since they were already liable under the general law just as any private corporation. An envoy of the crown could not plead his position as an agent for doing any wrongful act. He told Mr. Turritt he considered the bill would be much more effective legislation than dominion-wide prohibition. The provinces already had the power to prohibit the manufacture of liquor within their boundaries if it was found to lead to the infraction of any prohibitory law passed, but had not seen fit to exercise such power. Mr. Turritt said he thought that if the provinces were aware of this power many of them would have seen fit to exercise it. The committee of the whole reported on Mr. Doherty's bill and the House then went into committee of supply on the estimates of the department of railways and canals. Hon. George F. Graham, in a general statement said that the changes made by the government in the construction of the Transcontinental Railway and in the plans for the Quebec terminals had furnished the Grand Trunk Pacific with good reasons for not taking over the line.

He criticized the location of the station at Quebec and of the St. Malo shops, saying that these changes were unfavorable to the people of Quebec and would add materially to the cost of that part of the system and to the expense of operation.

Mr. Graham also asserted that the terminal facilities at Halifax were far in excess of the hauling capacity of the road. Again, he complained that the result of the operation of the Transcontinental by the government

had been to make the section between Cochrane and Moncton, N. B., valueless. That eastern portion of the railway was being kept practically closed although there was congestion of traffic on the Intercolonial. Mr. Graham therefore, urged that the government make an experiment in the operation of the Transcontinental east of Quebec. He felt that such operation would open up territory in Ontario and Quebec, and he argued that if the road were in the hands of the G. T. F. the railway commission would order that a service be provided on it.

Mr. Reid speaking of the Transcontinental Railway and the situation at Quebec said the government had been endeavoring to improve the port of Quebec and had since it took office expended twenty or twenty-five million dollars there. He said that the station at Quebec had been erected in accordance with plans of which President Chamberlain, of the Grand Trunk had approved, or at least to which he had no objection. Mr. Reid pointed out that the Champlain market was the point from which the ferry crossed from Quebec to Levis.

The House adjourned at 11.45.

## CALLS GERMANY THE SAVIOR OF POLAND

Chancellor Von Hellwig in Reichstag Says Teutons Will Solve Polish Problem

Chancellor's Speech Another Case of Whistling to Keep Up Courage.

Berlin, April 5.—In the Reichstag today, the Imperial Chancellor, Dr. von Bethmann-Hollweg, made his most comprehensive speech of the war. He reviewed the military and political situation, the use of various means of warfare, and German-American relations. The Chancellor, whose address was delivered to a crowded house, also spoke of the questions presented in relation to the principle of nationality, considering the Polish, Lithuanian, Livonian, Belgian and Flemish problems. He insisted upon the necessity of guaranteeing the peace of Europe after the war, and also of securing this result by giving to these races the opportunity of free evolution along the lines of their natural individualities and mother tongues.

Formerly Poland had been left in the hands of a Russian police agent, a man named Tshinovnik. Even members of the Russian Duma frankly admitted that Tshinovnik should not stand in the place where Germans, Austrians and Poles have honestly labored in the interests of this unfortunate land.

Mr. Asquith also mentions the

principle of nationality. If he puts himself in the position of this unconquered and unconquerable adversary can he really suppose that Germany ever shall, of her own free will, deliver into the hands of reactionary Russia the nations between the Baltic and the Volhynian swamps who have been freed by her and by her allies? No matter if they are Poles or Lithuanians or Livonians or of the Baltic."

The Chancellor turned to the subject of eventual conditions of peace, after a brief reference to the entrance of Portugal into the war. He pointed out that in his speech of September 9, he had declared readiness to enter into discussion of peace, but that then, as now, Germany's enemies declined.

"Let us suppose I suggest to Mr. Asquith to sit down with me at a table and examine the possibilities of peace," he continued, "and Mr. Asquith begins with a claim of definitive and complete destruction of Prussia's military power. The conversation would be ended before it began. To these peace conditions only one answer would be left, and this answer our sword must give."

"If our adversaries want to continue the slaughter of human beings and the devastation of Europe they will be the guilt, and we shall have to stand it as men."

"Our enemies wish to destroy united, free Germany," the Chancellor went on. "They desire that Germany shall be again as weak as during past centuries, a prey of all lusts of domination of her neighbors, and the

steamer Waimana was compelled by a ruling of the State Department at Washington to dismount a gun before clearing from Newport News, British merchantmen calling at American ports have been unarmed. The recent ruling of the State Department allowing an Italian armed liner to clear from an American port, on the assurance that she was armed only for defensive purposes, has caused much interest here in official circles, and it would not be surprising if the British government, acting on this precedent, should arm merchantmen trading in American ports.

British naval circles express the belief that the retirement of Admiral Von Tirpitz from the German ministry of marine was in the nature of a "sop" to American public opinion, as, in their view, the German submarine policy has become "more, instead of less, frightful."

London, April 5 (6.23 p. m.)—The opinion is expressed in naval circles having access to the report on the torpedoing of the British steamship Englishman that the vessel would have been saved if she had carried a defensive gun, as the submarine was plainly seen as she pursued and shelled the steamer for some distance.

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## Pieces of Metal Found on Channel Liner Sussex Were Parts of German Torpedo

New York, April 5.—According to a London despatch to the International News Service, published here today, Walter H. Page, American ambassador to England, announced today that an analysis of the fragments of torpedo found on the channel liner Sussex had proved conclusively that they were German. The fragments have been forwarded to Washington, he also stated.

Could Have Been Saved if She Carried Gun.

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## You CAN

cure that old sore or thorn from which you have been suffering for so long, if you will only use an ointment that is capable of reaching the seat of the trouble. Zambuk can do this because of its unusual penetrating power. Also, Zambuk is a strong germicide—germs cannot live where Zambuk is applied, so that the germs are destroyed not only on the surface, but in all the diseased underlying tissue. Thus healing commences; new tissue replacing the old and diseased, until the sore is thoroughly and permanently cured.

The case of Miss Frances Dandin, of Somerset, Mass., verifies the above statement. She writes: "I suffered for over twenty years with an ulcer on my leg, and all the remedies tried during that time proved unavailing. Several doctors treated me, but I got no benefit. Finally I tried Zambuk, and I am thankful to say that after perseverance with this ointment I am now completely cured."

Zambuk is also splendid for eczema, abscesses, boils, pimples, ringworm, piles, blood-poisoning, cuts, burns, and all skin injuries and diseases. Best balm for baby's sores. All druggists, 50c. box, 3 for \$1.25, or from Zambuk Co., Toronto.

would permit, Kenney, Good and Pemberton did not get farther than Harvey Station, and they were turned back to St. John. On arrival home they stated that they did not know what had become of young Kingston, who had resided with his parents at 99 Erie street. Young Kingston's father became greatly alarmed at his own disappearance and was afraid that something had happened to him. He reported the matter to the detective department at police headquarters, and a search was made for the missing boy. Yesterday it was learned by the detectives that Young Kingston had been located at Vaneboro by an immigration official. When the Boston express arrived in the city Kingston was one of the passengers and his coming home was greeted with delight by his father and mother. The boys have had enough of running away and are now quite satisfied to remain at home in the future.

The Nova Scotia schooner Ada Mildred, 99 tons, built at Sable River, in 1900, has been sold to Newfoundland owners. The Ada Mildred is now in Halifax, but will sail today for St. John's. Captain Stephen Parsons, of Bay Roberts, Nfld., commands the vessel.

New York, April 5.—Both the mine owners and the operators of the Joint committee of the anthracite conference which resumed session here today are concerned over the reports from the hard coal regions that many of the miners had stopped work pending the outcome of the conference.

Representatives of the United Mine Workers declare their members are showing no disloyalty and will remain at work until a wage scale agreement is reached, or until the joint conference issues such an official statement that it is unable to come to terms on the demands before it. Officers of the organization said today that many of the present trouble reported from the anthracite fields, which is confined to one or two collieries at Pottsville and Pittston, Pa., is due to the efforts of the Industrial Workers of the World to disrupt the United Mine Workers and to loosen the hold of the officers on the rank and file.

Thirty-eight Mines Closed. New Kensington, Pa., April 5.—Thirty-eight coal mines in the Allegheny and Kittanning valleys were closed today because of a strike of 8,000 miners for recognition of the union, which they recently joined. They also want an eight hour day and a conference with the operators to settle a number of less important matters.

Police Court. In the police court yesterday morning James Johnson was charged with stealing a coat, the property of Samuel Worrel. The defendant said he saw the coat on the sidewalk and just picked it up. He was remanded and may be sent on board the steamship Arabia, where he is one of the crew. Leo McLaughlin, for being drunk and acting disorderly, was fined \$10.

A Dollar-Meal for Five Cents.—The most expensive foods are quite often entirely lacking in food value. They do not build muscle or supply energy. Measured by the cost of most foods, a breakfast or luncheon of Shredded Wheat with milk and cream is worth a dollar—and the cost is not over five cents. Two biscuits will supply all the strength needed for a half-day's work or play.

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## PRESENT WAR ADDED TO LIST OF CONTRABAND

Lord Cecil Says Government Will Issue a New List so That Neutral Shipper Need Not Take Chances.

London, April 5.—Lord Robert Cecil, minister of war trade, in response to a query by Commander Bellairs, member for Maldstone, in the House of Commons today, said that the object of the new order-in-council with regard to the blockade was to declare that the doctrine of continuous voyage applied, in its full extent to absolute and conditional contraband, hit-and-erto conditional contraband, and that conditional contraband could only be captured if it was destined for the armed forces of a hostile power.

In order completely to establish the validity of the two kinds of contraband the government proposed, said Lord Robert, to issue an official list of contraband articles, absolute and conditional, so that neutral countries would have notice that goods consigned to a person in a neutral country, known to have previously sent contraband goods to a hostile belligerent would be liable to capture.

As the war progressed, Lord Robert said, it became clear that there were articles which had not been included in the contraband list which ought to have been included. The list has been extended from time to time, he said, and there exists a certain number of articles which it was proposed to add to the contraband list almost immediately.

Blame I.W.W. FOR MOST OF THE TROUBLE

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**Through the Norway of America**

The scenery along the Alaskan coast is beautiful, and the climate in the summer months is all that could be desired. :: ::

**Grand Trunk Pacific Liner in Wrangell Narrows, Alaska**

Walter

**DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE**

MADE IN THE U.S.A.

AT ALL DRUGGISTS

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