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VOL. XXXVII.—No. 13,250

PROBS - Fresh to strong porthwest winds; generally fair | Senate Reading Room British Kaiders Damage German Defences Near Souchez

TUESDAY MORNING FEBRUARY 20 1917 - FOURTEEN PAGES

BRITISH AGAIN TAKE **OFFENSIVE ON TIGRIS**

Two Turkish Front Lines on Fronts of 350 and 540 Yards Are Occupied, But Troops Later Are Withdrawn.

Lendon, Feb. 19.—British troops on the left bank of the Tigris River, in left bank of the Tigris River, in left took the offensive on Saturday occupied on a frontage of 350 and 540

afternoon against the Turkish positions at Sannaiyat, says a British official statement, issued today, and occupied two Turkish front lines on a frontage of \$50 and 540 yards respectively.

The Turks launche two heavy counter-attacks and forced back the British right wing to its original line. The British front line repulsed a Turkish counter-attack, but when night came the troops were withdrawn from their newly-won positions. The text of the statement follows:

"On the afternoon of Saturday an statement follows:

"On the afternoon of Saturday an statement follows:

"On the afternoon of Saturday an statement follows:

"Two heavy Turkish counter attacks were launched, the first one hour and the second one and a half hours after we had obtained posséssion of these trenches. The former forced our right back to the original line. Our left, however, held on till dusk, when it was withdrawn under cover of our artillery barrage. On the Shumran bend, further progress that the subting two first tracks are foundation.

The Turks launche two heavy trukish counter attacks were launched, the first one hour and the second one and a half hours after we had obtained posséssion of these trenches. The former forced our right back to the original line. Our left, however, held on a frontage of 350 and 540 yards respectively.

"Two heavy Turkish counter attacks were launched, the first one hour and the second one and a half hours after we had obtained posséssion of these trenches. The former counter-attack was repulsed, but the latter was partially successful and forced our right back to the original line. Our left, however, held on till dusk, when it was withdrawn under cover of our artillery barrage. On the south bank of the Tigris, west of the south bank of the Tigris, west of the south bank of the Tigris and the sectively.

BRITISH RAID GERMANS IN SECTOR OF SOUCHEZ

Enemy Sustains Blowing Up of Mine Shaft and Destruction of His Men in Dugouts, By

London, Feb. 19 .- "We carried out a successful raid this morning east of Souchez," says the official report from British headquarters in France tonight. "A hostile mine shaft was blown up and several occupied dugouts were destroyed. We took a few prisoners. "Beyond the usual artillery activity on both sides there is nothing

FRENCH SURPRISE RAID GAINS SOME PRISONERS Ally's Infantry Succeeds in Attack on Germans Near Muenster in Alsace—Bombardments Mence Manage of Mence of Germany's policy. It is freely admitted that American rights are being violated and the government defied, and that at what the president deems the proper time the United States must assert itself. Word came from the Spanish minister at Beelin today that the American prisoners of the prize ship Yarrowdale would be released "shortly." The United States will insist that, having been carried into Germany against their will, the men must be given their freedom in some neutral

Continue on Meuse.

Paris, Feb. 19 .- The official communication issued by the war office tonight reads:

"The activity of the two artilleries was quite marked in the sectors of Avocourt, Cote du Poivre and Bezonvaux. Our batteries effectively shelled the German organizations north of Damloup.

"In Alsace a surprise attack against the adversary lines at Barenkopf, north of Muenster, enabled us to capture 10 prisoners."

Belgian communication: "Nothing of importance."

* WAR SUMMARY *

THE DAY'S EVENTS REVIEWED

FTER their recent brilliant successes against the Turks in Mesopotamia the British received their first backset on Sunday, an official communication announced last night. After they had loan is at least £700,000,000 (\$3,500,-000, Wittel Americ by river the British attacked them at Sannaivat cleaned the Turks from the right bank of the Tigris and had cut off their exit from Kut-el-Amara by river, the British attacked them at Sannaiyat. This position, possessed of natural strength by reason of its marshy left flank and its miry frontal approaches, defied all attempts to force the house of commons today. it when the British marched to the relief of Gen. Townshend. This time they attacked it at two narrow sections, carrying at one place two Turkish trenches on a front of 350 yards and at another place two Turkish trenches on a front of 540 yards. One hour later the Turks counter-attacked the British and failed, but they came back with a second counterattempt in thirty minutes and ejected the British right from one captured position. At nightfall the British left also withdrew, leaving the Turks in possession of their original line.

The reason for this failure is that the attack was apparently conducted on too narrow a front, either from necessity or choice. As Sannaiyat is downstream from Kut-el-Amara and on the left bank of the Tigris, and therefore does not interfere with the British command of the river, upstream from Kut, the British probably attacked it for the purpose of driving the Turks from a strong position on the river bank. If they had done this, they could have brought their shipping further upstream and relieved the strain on their field transport during the progress of the siege.

In sharp contrast with his official communications of the two previous nights, Sir Douglas Haig sent one of great brevity from the front last night. He recorded the only British infantry action as the carrying out of a successful raid east of Souchez, when the men blew up a German mine shaft and destroyed several occupied dugouts. The British took some prisoners. Unofficial despatches announce the breaking up of the cold spell of winter and the coming of a sea of mud. The spring break-up has come, and in a brief period of time the ground will be dry and the roads hard enough for a general engagement. Since the British on the Ancre have captured all the high ground that dominates both Miraumonts, except one small ridge or peak, the Germans, it is said, will have to evacuate the two villages, for they are now untenable.

Then French carried out a successful raid at Barenkopf, in Alsace, north of Muenster, and took ten prisoners. As usual, the French and German artilleries displayed great activity on the Meuse, the central points for the firing being Avocourt, Cote du Poivre and Bexonvaux. The French batteries carried out an organized bombardment of the German organizations north of Damloup.

President Wilson of the United States has done nothing further since the dismissal of Von Bernstorff to enforce American rights against \$300. for \$250. German submarine warfare, but Washington expects him in the course of a few days to appear before congress with a request for plenary powers for protecting American lives and property. In the meanwhile

(Continued on Page 2, Cols. 1 and 2)-

WILSON DELAYS DECISIVE ACTION

He Will Not Address Congress Until Few Days Be-

AWAITS MORE NEWS

Demands for Relief of Shipping Congestion Are

Washington, Feb. 19.—There were strong indications tonight that unless some sensational development precipitates immediate action President Wilson's next step in the crisis with Germany will be postponed until a few days before congress adjourns for the session, a week from next Sunday.

The belief still is prevalent in official quarters and at the capitol that the president intends to ask congress.

cial quarters and at the capitol that the president intends to ask congress for authority to protect Americans and their ships from illegal submarine attacks; and as he is known to want no extra session if it can be avoided, it is regarded as certain that he will address a joint meeting of the senate and house before March 4.

Altho-recognizing the existence of a minority opposition in both houses to a resolution which would give the president authority to deal with any emergency that might arise after adjournment, administration leaders are

emergency that might arise after ad-journment, administration leaders are satisfied that if such power is sought it will be given. The minority con-tention is that the executive now has power to use the nation's armed forces short of war, and that if necessary the new congress could be called into ses-

Must Relieve Congestion. Demands that some way be found for relieving the congestion at Atlantic ports, resulting from the holding of American and other neutral ships in port, are pouring in at the White House and the executive departments. The disposition of the administration however, seems to be to await further developments of Germany's policy. It

given their freedom in some neutra country from which they may make their way home.

BRITISH WAR LOAN SWEEPING SUCCESS

New Money Subscribed is at Least Three and One-Half Billions.

BONAR LAW PLEASED

Sum Surpasses His Expectations, But Not Hopes, He Says.

from the banks. Andrew Bonar Law chancellor of the exchequer, stated in Mr. Law said the number of appli-cations for the war loan on the last

day was so large that 200,000 or 300,-

000 were not dealt with, and the re-

sult would not be known until next "I am glad, however," the chancellor said, "to be able to say that the loan has succeeded to a greater ex-tent than I expected, but not greater than I hoped. I hope, however, that what I have just said will not encourage exaggerated estimates which might create the danger that what I consider amazing financial efforts of

this country would be minimized when the actual figures were known "When I was asked what amount of new money I considered necessary of new money I considered necessary to make the loan a success, I stated a figure which was larger than I expected, but not than I hoped. That figure was £600,000,000. Without figure was £600,000,000. taking into account direct contributions from banks, which it is desirable to avoid, that figure already has been exceeded. The excess will certainly amount to £100,000,000,"

BIG REDUCTION TODAY IN MEN'S COATS.

Great reductions in Men's Fur Coats are the outstanding feature of the Dineen February Stock-taking Sale of Furs. Muskrat-lined Coats with excellent tai'oring and finish, choice of collars; regular \$60, for \$45 Black Russian Rat Coat, extra quality English beaver cloth shellshawl collar; regular \$135, for

\$110. One three-quarter lined Coat, se'ec Canadian muskrat skins, otter collar; regu'ar \$100, reduced to \$75. One Coat, Russian sable gills lining. otter col'ar, size 42 inches; regular Two only Coats lined with Japanese

mink, sizes 38 and 40 inches; regular

\$175 for \$125. W. & D. Dineen Com-

pany, Limited, cor, Yonge and Tem-

fore Adjournment. Pouring in.

Turks Driven Back on the Tigris, But Regain Positions

Major-General Funston, commander-in-chief of U. S. forces on Mexican border, who died suddenly at San Antonio, Texas, last night.

MAJ. GEN. FUNSTON IS DEAD IN TEXAS

denly Stricken.

HAD NOTABLE CAREER

pino Leader, Was a Brilliant Exploit.

San Antonio, Texas, Feb. 19 .- Maj .-Gen. Frederick Funston, commander of the American forces on the Mexican border, collapsed in an notel here tonight and expired in a short time. Physicians, who were hurriedly, summoned, gave the cause of death as acute indigestion. Gen. Funston had just finished dinner and was playing with a little child when

Gen. Funston was 51 years of age, was born in Kansas and began life as a newspaper man. When the rebellion in Cuba began, Funston joined the Cuban army and commanded Gen. Gomez's artillery with remarkable results. After engaging in 23 battles and being wounded three times, he re-signed his command because fifty guerillas who had aided the Spanlards were executed against his

wishes. While a colonel in a Kansas volunteer regiment in the Philippine war, that brought him the title of brigadie general. His capture of Aguinaldo, and his fording the Rio Grande River at Columpit, under fire, featured his work. When the Philippine volunteers were mustered out Funston re-tained his rank in the regular army, and when placed in command of the troops at Vera Cruz, in 1914, he was raised to the rank of major-general.

AUSTRALIAN MEN ONLY CAN SAIL FOR EUROPE

Women and Children Cannot Leave Under Any Circum-

London, Feb. 19 .- A law has been

passed by the Australian Government, according to a Reuter despatch from Melbourne, forbidding the departure of women or children for Europe under any circumstances. The Indian Government recently

adopted, among its new war measures, a law forbidding women and children to sail for England except for the most urgent reasons.

SOLDIERS ARE ARRESTED.

Peter Asango, 147 Maria street, and Marty Oscidehy of the 198th Battalion, were agrested at No. 9 police station yes-terday, charged with being intoxicated.

STEAMERS SUNK

Steamers yesterday reported sunk Okement (British) 4349 tons. Iolo (British) 3903 tons. Mar Adriatico (Spanish) 2410 tons.

Dalmatia (Norwegian), 1772 tons. Vessels sunk since Feb. 1: (trawlers not included), 116; total tonnage more, of Brenchloy, Kent, is an-(estimated), 256,377.

Commander of U. S. Forces Invisible Ink Used in Sending for trains that will absolutely help the public. Why should we have two trains on Mexican Border Sud
Military Secrets From

DISCLOSE CONSPIRACY

Capture of Aguinaldo, Fili- Arrests in New York Result of Secret Service Men's Persistence.

> New York, Feb. 19-Agents of the department of justice arrested here tothe federal law by carrying on a military enterprise against a foreign country. They are accused of con-spiring to obtain military information in England to be sent to this country and then forwarded to Germany.

Ireland for the benefit of Germany. In Invisible Ink.

department of justice.

Sander, who is 35 years old, is pre-sident of the Central Powers' War Films Exchange in this city. Wunnenberg, 40 years old, is his assistant. Counsel for the accused said tonight that Wunnenberg has been a natural-ized citizen of the United States for

25 years.
According to William B. Offley, divisional superintendent of the depart-ment of justice, themen are accused of sending to Great. Britain agents who obtain information of military importance, which was transmitted to this country in letters and packages written in invisible ink. This information, it is alleged, was disseminated in the United States to agents of the entral powers, but chiefly to those

of Germany.

Follow Long Trial.

Secret service agents had been working on the case for months. They began soon after the arrest in England of George Vaux Bacon, who claimed to represent American news-papers. Bacon's photograph was forwarded to this country by the British authorities, and by means of it Superintendent Offley said, the secret service was able to connect him with the operations of Sander and Wunnenberg.

The federal agents' investigation is said to have involved at least 15 so-called newspaper men employed by Sander and Wunnenberg, and ordered by them to England and Ireland. The military data gathered by them was brought to this country, it is charged, by some of their number traveling as American citizens. Women fre-quently were used, sometimes inno-cently, to carry this information. The ink used in preparing the maps and other documents sent to this country deceived the British authorities for some time, the federal agents said, because it does not become visgooked in water, but requires a special chemical preparation to bring it

MONTREAL OFFICER IS MARRIED.

London, Feb. 19 .-- The marriage of Lieut. A. C. Brooks, of the Engineers, son of Albert Brooks, of Montreal and Mary Agnes, daughter of J H. Pod-

The Nation Must Take Over the Old Grand Trunk Forthwith

Railway Paralysis Grows Worse in Ontario-Our Coal Supplies From U. S. May Be Cut Off Any Day-Merchants Cannot Ship Goods Out To Retailers -Passenger Travel is Reduced-Postal Facilities, Express Deliveries, Parcel Post All Crippled-And Yet No National Action Toward a Solution is Attempted-Who is Doing the Chloroforming?-Newspapers Have Gone Quiet-Any Relief of the Coal Famine Simply Means Starving Freights, Express, Passenger, Mail Services.

Business is in a bad way all over Canrailways. The roads confess they are well caught up with in Ontario! We do not able to handle the traffic. Toronto and other places in Cutario cannot get United States may be at war tomorrow, coal: there is scarcity of coal in Montreal; also in the west. But coal is only the export of coal, and the famine be on one thing. The merchants in Toronto our heads worse than ever. Therefore, and Montreal cannot get their goods sent forward to the local traders because of Ontario and Quebec we can get while poor railway service; people cannot tracause the railways have had to cut out a lot of passengier trains in order to put the crews and equipment at hauling coal in that way get the use of more engines and other necessities. And if there are fewer passenger trains there is also a fall-down in the postal service, and letters and money are not being delivered as they should be to facilitate business. As a consequence, altho we are not within the war zone, we are in worse shape than some of the countries that are at war, and in all other countries at war they have taken over the railways. Last week a bill was passed in congress giving the president authority to take over the railways if the United States should be at war. But Canada is at war and therefore we ought to do what other countries at war have done; and certainly what our conditions loudly call for. Private cwnership of railways in Canada has failed, especially for war

We must start at once at public own-ership of railways and to take them over in a way so that by co-ordination, co-operation and consolidation (rather big the simple words), we can get better railway accommodation. We can cut out necessary competitive services and use the cars and engines thus set free real when two would to better? There are three services now from here to Wisnipeg and to the Pacific when better service could be given by co-operation and consolidation; and a lot of engines, cars and man saved from unnecessary work we have overhead expenses in connection with the Intercolonial Railway, the Grand Trunk Railway, the Canadian Pacific Railway and the Canadian North-

The World's proposal is that, inasmuch as the Grand Trunk has fallen down in its service for eastern Canada because of losses in connection with the Grand Trunk Pacific and its consequent inability to buy cars and engines or even to repeir its wounded equipment. The men gave their names as Albert that system be taken over forthwith by A. Sander and Charles W. Wunnen- the Canadian Government, and consoliberg. The complaint against them was dated with the Intercoionial, the two signed by Judge Learned Hand of the systems and menagement be put into U. S. District Court. It charged them with conspiring to employ agents to obtain maps, photographs and other military information in England and sary competitive lines.

We are told by The Globe and The da by reason of the fall down in our News that the coal famine is now pretty not think this is the case; anyway, the and, if they go to war, they may prohibit we should be assembling all the coal in peace continues, and only consolidation of railways will allow that. Instead, we are living from hand to mouth, taking no steps to consolidate the two systems, and and more cars for the handling of coal while we can get it. But the most important thing of all is that, if the nation took over the Grand Trunk, we could, with our national credit, buy new or second-hand engines tomorrow and put them at the service of the nation and of the railways, and the relief of the congestion of freight; and the merchants would get their goods sent out to the retailers, and the old mail and passenger service would be restored! And we could also order new engines in plenty. The Grand Trunk can't. It is "at the end of

But by the stranglehold that certain socalled leaders in both parties have by mean of a secret arrangement between themselves, and by a judicious and liberal use of chloroform, all remedial action is delayed until another big vote of public money may be passed for the relief of the Grand Trunk. But these men are willing to take over the lean and unprofitable Grand Trunk Pacific and National Transcontinental! But they are against the people taking over a profitable system like the old Grand Trunk, whose failure today is mainly due to its entanglements with an over-ambitious transcontinental railway! But there are even bigger me than politicians who do not want to see public ownership of railways inaugurated in the one settled and highly organized part of Canada, here in the east. There are railway men, big interests, some and put to profitable employment. And newspapers, financial concerns, who back up those who openly or secretly block a start at real and close-range public ownership of railways.

Let the Liberals, for instance, enquire why The Globe has sent its editor, Stewart Lyon, into exile, and abandoned his progressive propaganda for public ownership in railways. And whom does The Montreal Gazette represent when it is against public ownership? Not the rank and file of the Conservative party. And, speaking of The Globe, there is some interesting reading further down. And would Hon, George P. Graham, late minister of railways, tell us when he says he is for public ownership in making rifles he is for public ownership of the old Grand Trunk? So might Hon. Frank Cochrane define his position on public ownership of the Grand Trunk, now unable to serve either Ontario or Quebec.

The charges were prepared by John C. Knox, assistant prosecutor, in the charge of the criminal branch of the PUBLIC OWNERSHIP OF RAILWAYS

Only two months ago that great national daily, The Toronto Globe, the expositor of Liberalism, came out in a series of big bass-drum editorials in favor of the nationalization of all the railways of Canada. The case for immediate action in the direction of public ownership was stated with marked force and ability The Globe solemnly warned the govern. ment against the folly of taking over non-paying lines discarded by the big railway systems. It had no patience with the proposition that the country should take over the Grand Trunk Pacific and relieve the old Grand Trunk of its a policy, it pointed out, would simply ber of years, operate outlying roads at a loss, while the great paying systems in the thickly-settled portions of Canprivate corporations. In its issue of Dec. operate the paying as wefi- as the non-15 The Globe said:

If any attempt is made to have public ownership of the lines on the outskirts of civilization that private ownership discards, rather than to make the profitable portions of Canada's railway system carry the unprofitable portions, the taxpayers will be faced for a generation with ten or twelve million dollars a year of an extra tax burden to make good deficits that should be provided by the surplus profits of paying lines.

The Globe, in its issue of Dec. 14, ad-Trunk Pacific, pointed out the enormous burden which the Grand Trunk proposed to unload upon the long-suffering Do-

minion Government, and said: The Grand Trunk Pacific has difficulty in earning operating expenses, leaving nothing for capital charges, and the parent company—the Grand Trunk—which has guaranteed Grand Trunk Pacific capital charges to the extent of \$3,989,000 yearly, is desirous sponsible for guarantees of interest amounting to \$2,678,000 a year, and the Provinces of Alberta and Saskatchewan for guarantees of \$538,000 a year, it is manifest that the assumption by the people of the entire burden of the Grand Trunk Pacific charges and the taking over of the road for incorporation in a system of government-owned and operated railways would involve annual charges to the treasury of over \$7,200,000 until such time as the growth of settlement and the increase of traffic enable the G.T.P. to pay at least some part of its fixed charges from traffic earnings.

The Globe then took the position which The World has always maintained, and commitments in respect thereto. Such maintains today, namely, that the government and the Grand Trunk were partmean that the country must, for a num- ners in the Grand Trunk Pacific enterprise; if the Grand Trunk had broken down, and could not carry its share of the burden then there was no alternative ada continued to earn big profits for but for the government to take over and paying lines of the Grand Trunk Railway. The Globe went further and saw nothing for it but the nationalization of all the railways, and in this connection it said:

The only alternative to public own-ership is such an increase of railway rates in Canada—for passengers and freight—as would enable the least prosperous of the country's railways to meet its fixed charges.

That alternative, however, The Globs did not consider worthy of discussion, and urged that all of the railways, including dressing itself specifically to the Grand the Canadian Pacific, be placed under a commission, to be composed of Lord Shaughnessy and Mr. Bury of the Canadian Pacific, Mr. Hanna of the Canadian Northern and Mr. Chamberlin of the Grand Trunk, They should be "given ab. solute control." The Globe continued, "over a unified system of state-owned Canadian railways for a period of ten years, with but one obligation resting upon them: to provide the best possible service at the least possible cost. Long before the axpiry of the ten-year period

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