

GERMAN SUBMARINE RAMMED BY FRENCH DESTROYER OFF DIEPPE AND BELIEVED SUNK

STMR. SUNK BY GERMANS SAILED FROM THIS PORT

Crown of Castile Torpedoed off Sicilly Islands Left St. John Mar. 19.

LED ENEMY MERRY CHASE BEFORE OVERTAKEN.

Submarine Fired on Steamer While Crew Were Leaving—Another Ship Sunk.

Cardiff, Wales, Mar. 31.—The Cardiff Echo declares that the British steamer Crown of Castile has been torpedoed and sunk off the Sicilly Islands.

The Crown of Castile, Elye, was engaged in the trans-Atlantic trade, and sailed from St. John, N. B., on March 19, for Europe. She was 383 feet long, 3,223 tons net and was built and owned in Glasgow.

Crew Saved by French Steamer Cardiff, Mar. 31.—The members of the crew of the Crown of Castile have been saved by a French steamer, according to the information here, and will be landed at Havre.

Barry, Wales, Mar. 31.—The crew of the British steamer Crown of Castile, which was sunk by a German submarine off the Sicilly Islands Monday, was landed here this evening by the French steamer Magellan. Members of the crew say that the submarine was a much faster boat than the one which had previously chased the steamer, but that it took her over an hour to overtake the Crown of Castile.

It was also stated by members of the crew that the steamer was sunk by the shell of the submarine and not by a torpedo. One four-inch shell they declare, was deliberately aimed at the bridge of the steamer before the crew had left it. It passed between the legs of an apprentice, who was standing by the captain. After the crew got into the boats of the steamer the German commander handed the men cigars.

The members of the submarine's crew, it was asserted, by the men from the Crown of Castile, boasted that during the four days previous to the sinking of the Crown of Castile they had sunk seven British vessels, including the steamer Falaba.

"We thought at first," one of the German officers is quoted as having said, "that we would sink you with all hands," but it was decided ultimately that we would give you a chance."

As the boats were leaving the Crown of Castile the members of the crew say that some of the Germans jeered at the men from the steamer, and exuberantly shouted, "Britannia rules the waves, does she?"

The boats of the Crown of Castile drifted about in the channel for seven hours before they were picked up.

Another Victim

London, Mar. 31.—The British steamer Flamman has been sunk by an enemy submarine. The Flamman sighted the U-28 at 115 o'clock Monday afternoon. The crew at once prepared to lower the boats, and at the same time the vessel was sent ahead at full speed. The submarine easily overhauled her, however, and fired three shots, signalling her to stop. The Flamman was stopped and the crew, abandoning all personal belongings, got off in small boats. The submarine then fired ten shots at the steamer. These appeared to be ineffective, and accordingly a torpedo was discharged. This sent the Flamman to the bottom.

SUNNY BRAE VOTES FOR INCORPORATION.

Moncton, N. B., Mar. 31.—By a vote of 101 to 54 the ratepayers of Sunny Brae, suburb of Moncton, today voted for incorporation.

ASSESSMENT A MATTER FOR THE CITIZENS

Subject Discussed Before Municipalities Committee Should Have Been Settled by City Commissioners, Says Chairman Munro.

Special to The Standard

Fredericton, Mar. 31.—A royal battle over the city council's bill to amend the assessment act of the city of St. John was fought before the Municipalities Committee today, the combatants being a delegation of about forty of the most prominent business men and property owners of St. John, and a delegation of labor men, who claimed they represented 4,000 organized workers.

Com. Potts led the fight for the bill, and Com. Wignmore and Com. Russell were on hand to support him. Mayor Frink was present and gave the committee some information about assessment matters in St. John, but did not speak for or against the bill.

The contention of the labor men who supported the measure was that the city of St. John placed an unfair portion of the taxes upon the working class, and that if the property interests were assessed at full value there would be no need to tax small incomes.

The representatives of the property and business interests who took part in the discussion, admitted that they thought the assessment system could and ought to be amended. Their main objections to the bill were that it made no provision for making up the amount of taxes which would be cut out by the exemptions on incomes and that it had the character of class legislation as it would give laborers only paying a poll tax of \$2 a preponderance of influence in city affairs.

It was pointed out by the spokesmen of the Board of Trade that the commission's authority to appoint a commission to draft a new assessment act, and it was contended that the city council should carry out the statute and not attempt to amend the act piecemeal. Keen interest was displayed in the arguments advanced by both sides, and the speakers, when they made a point, were loudly applauded by their partisans.

The principal speakers for the opposition were J. A. Likely, A. H. Hanington, James Pender, W. H. Barnaby, A. O. Skinner, N. C. Cameron and Wm. Hawker.

The labor representatives who spoke for the bill were C. H. Stevens, John Kemp, Fred Hyatt, J. L. Sugrue, J. E. Tigue, M. Donovan, James Power and Hugh Beck.

The bill provides for the total exemption of incomes up to \$1,000 from income tax; an exemption of \$500 on incomes between \$1,000 and \$2,000; exemption from personal property taxes on household furniture where the value does not exceed \$500. It also provides for a reduction of the \$5 poll tax to \$2, such tax to carry the right to vote in city elections.

The Delegates Present

Among the representatives of the Board of Trade and the Retail Merchants' Association in the delegation were: W. H. Barnaby, A. H. Hanington, D. King Hazen, W. G. Scovill, F. W. Daniel, G. H. Waterbury, Frank Flewelling, E. H. Machum, A. M. Rowan, T. J. MacPherson, Wm. Hawker, F. deL. Clements, A. O. Skinner, E. L. Rising, James Pender, E. J. Armstrong, H. C. Schofield, J. G. Harrison, F. W. Roach, G. H. Warwick, N. C. Scott, J. Willard Smith, J. A. Likely, R. C. Elkin, W. E. Raymond, J. P. McBay, F. A. Dykeman, O. S. Dykeman, George A. Clark, M. E. Graves, N. C. Cameron, W. A. Simonds, W. B. Bamford, Walter Allison, William Allison, H. Puddington, M. E. Agar and G. E. Barbour.

The labor delegation included C. H. Stevens, Cigar Makers' Union; F. Hyatt, Local 810 I. L. A.; J. Sugrue, Carpenters' Union; A. V. Beld, Printing Pressmen; J. Kemp, Cigar Makers' Union; J. O'Brien, District Organiser A. F. L.; H. Baynton, Painters' Union; Mr. Toolas, Street Car-men's Union; C. H. Stevens, Jr., Cigar Maker's Union; A. B. Saunders, Electrical Workers; N. Mercier, Cigar Makers; E. J. Tigue, Longshore Workers; D. McConnell, Longshore Workers; J. Powers, Street Car-men's Union; H. Beck, Painters; J. Davis,

Russians Pushing Their Way Through Passes of the Carpathians Into Hungary; 2 More Ships Sunk by Foe

Ship Owners Petition British Government to be Allowed to Arm their Ships — Meagre News from War Zone in West where Next Great Effort is Eagerly Awaited — Heavy Fighting in Carpathians where Russians are Making Effort to Force Way Through Uzok and Lupkow Passes.

London, March 31.—Two German submarines, the U-28 and another, the number of which has not been ascertained, which have been operating off the west coast of England during the past few days, have added two more British steamers, the Flamman and Crown of Castile, to their list of victims, totalling five since Saturday evening.

There was no loss of life on the Flamman and Crown of Castile, the crews of each being given barely time in which to get into their boats. In the case of the latter vessel, however, the submarine fired before the crew left the steamer, and shells passed along the bridge on which the captain and an apprentice were standing.

The Crown of Castile was sunk by shell fire, but this did not prove sufficient to send the Flamman to the bottom, and a torpedo had to be used.

As an offset to this, a French destroyer rammed and it is believed sank a German submarine off Dieppe. As the destroyers have been unable to round up the submarines operating on the British coast, ship owners have petitioned the government to be allowed to arm their ships. This has not been permitted heretofore, as steamers could then be considered ships of war and be sunk without notice.

The heavy loss of life in the sinking of the Falaba and Agulla has aroused a storm of indignation throughout the country, and the demand is made that the crews of submarines be treated as pirates, if captured.

This question and that relating to drink, which is alleged to be causing delay in the delivery of munitions of war, absorb public interest. The King, through his secretary, has sent a letter to the Chancellor of the Exchequer, emphasizing the necessity of taking some action to stop excessive drinking, and has offered if it is considered advisable, personally to give up the use of alcoholic liquor and prohibit the use of it in the Royal household.

No Action by Government Yet

On Drink Question. The government has not yet reached any decision in the matter.

In order to prevent further delay at the Liverpool docks, caused by the men refusing to work week-ends, it has been decided to incorporate the dockers in the army voluntarily, in which case they will receive both army and their regular pay.

So far as actual fighting is concerned, the official reports contain little news. The big effort in the west,

which has been so long awaited, seems to be still far off, and the operations are confined to an occasional attack and counter-attack, while the armies on both sides are kept busy watching the opposing force, and dropping bombs where they might be expected to do the most damage.

In the east the Russians are holding the Germans in North and Central Poland, and they are putting forth all their strength to force their way through Uzok and Lupkow Passes, with the result that some of the heaviest and most continuous fighting of the war is in progress in the Carpathians, both sides laying claim to success.

The Russians, who have already forced Dukla Pass, are slowly making their way down the southern slopes of the Carpathians into Hungary, and, according to British critics, must soon compel the Austrians and Germans defending the two other passes to fall back, or be threatened with interference with their communications.

Australia, which has already sent two contingents to fight for the Empire, has offered a third, which probably will be accepted. In all cases the dominions have sent more men than was originally expected.

Members on some matters they were inquiring about. He asked the Ellis firm, of Toronto, to purchase glasses, he said, because he wanted "the buying in the hands of a man he could swear by."

He saw room for high prices if Col. Hurdman of the department was allowed to go around the country buying them up. Besides he hadn't sufficient faith in Hurdman's judgment to believe that he would not be swayed by friendship. "I know Col. Hurdman is a good soldier, but—" said the Minister.

Col. Hurdman was appointed inspector of supplies by Sir Frederick Borden, and his actions regarding binoculars have brought him under suspicion, to put it very mildly. He is a cousin of the Hurdman the Ottawa member of the legislature who has been trying to put one over on motor truck contracts but failed.

"Did you give Hurdman any orders for inspection?" asked Mr. Carvell. "The only orders we gave him was to cease buying," was the reply of General Hughes.

He added that he had a telephone message which caused him to think it would be better to change the system of purchasing glasses. Hurdman had been going around trying to find out where binoculars could be got.

GRIT MIDDLEMAN'S "RAKE-OFF" ON ARMY BOOTS OVER \$15,000

Charles E. Slater's Commission Nearly Double Profit Made by Firm Which Made the Boots—Gen. Hughes Shows Committee How He Forestalled Graft by Sir Frederick Borden's Appointee.

Special to The Standard.

Ottawa, March 31.—The white light of day is being thrown on the machinations of Liberal operators to secure, at the expense of the country, big rake-offs on war contracts. It was shown in the boots committee this afternoon that Charles E. Slater, a prominent Liberal had made a commission of \$15,275 on 17,000 pairs of army boots and 22,000 pairs of canvas shoes, manufactured by the Gauthier Company, while the Gauthier firm who manufactured them made a profit of only \$8,650.

How this Liberal middleman came in again was shown by the fact that Slater during the Laurier regime had sold for the Gauthier Company to the government 3,000 pairs of boots for the Northwest Mounted Police at \$6.25 to \$6.30 a pair, while the Gauthier price was only \$5.50.

These are the things the government is finding out, and these men will have to refund. E. Powell, the Ottawa middleman who got away with \$6,300 on medical supplies has already had to pay his back.

Yook No Chances on Grit Appointees. General Hughes himself took a hand in the public accounts' committee this afternoon and enlightened the

A. R. Slipp—Com. Potts is able to take care of himself.

Continuing Com. Potts said when His Worship looked into the assessment system he was profoundly surprised.

Mayor Frink—I was not surprised. Com. Potts said 4 estates recently probated for \$1,550,000 had only been paying taxes on an assessed valuation of \$407,000. If other estates were undervalued on the same basis, by raising the valuations they could get a great increase in taxes.

A. H. Hanington rose to a point of order, claiming Potts was discussing the collection of taxes and not his bill.

A Matter of Robbery. Continuing Com. Potts said the tax

DUE TO LAX METHODS OF BRIT REGIME

Nothing in Agreement Made by Laurier Government to Force G. T. P. to Operate Completed Eastern Section of N.T.R.

Special to The Standard.

Ottawa, Mar. 31.—In regard to degrading of the road, I have the highest authority, that of Mr. E. J. Chamberlain, president of the Grand Trunk Pacific, that we took the right position. We could take the grades out for less than half what the old commission paid," was the answer of Hon. Frank Cochrane today to the oft-repeated charges of the Liberals that the present government had degraded the N.T.R.

This statement was made in the course of the debate on the government resolution for power to lease or otherwise acquire that section of the G.T.P. between Port William and Lake Superior Junction, or in other words the outlet to the Great Lakes.

Sir Wilfrid Laurier and Hon. George P. Graham appeared in their usual role as special pleaders for the G.T.P. They argued that the N.T.R. was still incomplete and it was therefore unnecessary for the G.T.P. to accede to the government's demands that they fulfill the original contract by taking over the road and operating it. They went still further and stated that the changes made at Quebec without the company's consent and the degradation of the road had relieved the company from carrying out its agreement to take over the road at any time.

Hon. Arthur Meighen pointed out the necessity of the Lake Superior section to the operation of the N.T.R. This bill was purely a precautionary measure in event of the refusal of the G.T.P. to carry out its contract or any extended delay in carrying it out. If such happened the government must operate the road and they had to have running rights over this section for this purpose. If they should take this section over it would give them a powerful factor in any future negotiations with the G.T.P. If necessary they would also take over the company's elevators and terminals at Port William.

Laxity of Grit Regime.

The whole trouble, he said, lay in the agreement formulated by the old government with the G.T.P. There was nothing in the contract to determine when the road was completed, the eastern sections had been completed for four years and there was nothing to force the G.T.P. to operate this. Chief Engineer Grant had served notice on the G.T.P. that the road was complete for operating purposes. The G.T.P. refused to accept his decision. The only tribunal to decide was the courts of the land. Sir Wilfrid Laurier had delivered us into the hands of the G.T.P., he has handed them the keys of the treasury, he had given them an agreement full of wounds, he had failed to insert any penalty to guarantee performance of their part of the contract and finally he now appeared a special pleader on behalf of the company to permit them to escape from the contract he had made with them on behalf of the people of Canada.

Ottawa, Mar. 31.—The reports of Messrs. Bell & King, auditors of the Railway and Canals Department, into the cost of the National Transcontinental, was tabled today.

It contains some interesting statements. They are particularly difficult, owing to the terms of the act, at arriving at the cost on a given date since there are certain claims outstanding, which will have to be settled in the courts. The estimated cost of the line when all the works now under way are completed, and estimated at December 31st, 1916, will be \$179,586,877.35, this not being inclusive of the interest from January 1, 1915, to December 31st, 1916, on the portion now completed; the capitalization of the rental payable on account of the Winnipeg joint terminals, \$61,687.50; the capitalization of the rental payable on account of the Quebec joint terminals, \$143,325; or any part of the cost of the Quebec bridge, \$27,900,000; and may be largely increased, by reason of court decisions. The expenditure by the Transcontinental commissioners to January 31st, 1914, was \$150,426,546.30 net, and after the gross expenditures, with interest added thereon, which were completed by December 31, 1914, there is left a balance of \$169,006,009.26, be

THE COST OF THE GIFT OF N. B. POTATOES

Hon. J. A. Murray Gives Information as to Provincial Gift to Europe and to Belgian Relief.

Special to The Standard.

Fredericton, March 31.—Hon. J. A. Murray, Minister of Agriculture, in reply to an enquiry today gave information as to expenditures for contributions to the imperial government and the Belgian Relief fund. Questions of opposition leader and the minister's replies follow:

Ques.—In what manner was \$17,456.54, "contribution to the Belgian relief," noted in the statement of expenditures to March 11th, 1915, spent?

Ans.—The amount of \$17,456.54, "contribution to the Belgian relief," noted in the statement of expenditures to March 11th, 1915, was used for the purchase of potatoes and in payment of expenses incidental to the contribution to Belgium.

Q.—What was the cost in detail of potatoes or other products that were bought, and what expense was attached to freight on same, to barrels, bags or other containers, also for sorting and barreling?

Ans.—The following is a detailed statement of the cost of potatoes and other expenses attaching to the shipment:

14,638 barrels of potatoes	\$15,809.41
Inland freight	2,615.79
11,000 bags and bank	1,166.32
8,581 barrels	2,794.33
Packing, sorting, barreling, bagging and loading	4,593.20
Expressage on bags	141.59
Demurrage	585.00
Insurance	159.00

Total

Ques.—From whom and through whom were the purchases made, and what quantities were bought from each person or firm?

Ans.—The potatoes for contribution to the imperial government and that to the Belgium were bought as one lot and apportioned to each shipment as nearly as possible in accordance with the actual cost. In this way 14,638 barrels were charged to the gift to Belgium but as a matter of fact, there went forward within a few barrels of 15,000. The following is a detailed statement of the quantities bought from each person or firm, as shown in the Belgium account:

Sussex Mercantile Company—1,322 bbls.

Howard F. Douglass—524 bbls.

G. T. Pinder—334 bbls.

A. W. Currie—265 bbls.

B. C. McLeasac—863 bbls.

H. H. Netherington—426 bbls.

Palmer Limited—276 1/3 bbls.

S. Simkevits—1,074 bbls.

F. J. Young—373 bbls.

Mills-Eveling—265 bbls.

Dunfield and Keith—281 bbls.

G. B. McLaughlin—1,036 bbls.

Jones Bros.—1,286 bbls.

Hatfield and Scott—1,716 bbls.

David Proffoot—393 bbls.

W. B. McKay and Co.—227 bbls.

Howard G. Tyrone—324 bbls.

R. Vallaby—211 bbls.

J. A. McArthur—411 bbls.

G. A. Fawcett—1,353 bbls.

Total—14,638 bbls.

Regarding an attempt to unfairly compare the cost of sorting and barreling the province's gift of potatoes with the alleged cost of the work of preparing for shipment the potatoes going for Belgian relief, the minister said that the "government is advised that a very large proportion of the work for the Belgian relief committees of the City of Fredericton was done without charge and that the barreling and sorting of the potatoes for this committee was of an entirely different character from that done for the government by Messrs. A. C. Smith and Co."

ing the amount expended by the commissioners on the line. The Grand Trunk Pacific Company in taking it over will also be liable after seven years for the payment of commissioners' proportion, under the agreement for the rental of the Winnipeg terminals, this the auditors certify is the amount which should form the basis of the rental charge to the Grand Trunk Pacific Railway Company, provided that the road was handed over to them on December 31, 1914. The estimated cost of the line for rental purposes on January 1, 1915, on the

(Continued on page 2)

(Continued on page 5)