It is considered possible that some of the regiments taken back in the Arras-Somme area will be transferred to some other point for aggressive service.

Who's Behind the Dunne-Tye-Railway Age Scheme for a New Railway Company

back to way 'Age Gazette of New York and words of the chairman. Mr. Smither Chicago for a consolidation of the old is "at the end of its tether!" Grand Trunk, the Grand Trunk Paelfic, the National Transcontinental and the Canadian Northern, in the hands of a new private company, to be liberally assisted by the government and free sion. We might mention at this point it along, consolidate it at once with the from all control of the railway commisthat a similar freeing of the Canadian other words, the rallroads of Cana/la Grand Trunk for buying more engines, are to be owned by two great private he killed for ever!

We wish to say that we do not believe with the friendly consideration of the iederal government and of parliament. It certainly meets with the friendship of the Grand Trunk people and their supporters, and we believe that the Canadian Pacific is also friendly to some in a foreign country unless he is doing work for his clients. He went and have a right to use every sidlooked at the government-owned railway ing on this consolidated system. The systems of Europe, and read up all the worked up his experience and travels and his reading into arguments against public ownership. In other words, that is his business-to beat public ownerratic community.

And at the same time. when he was doing this, and was making these speeches in Canada, he encountered one Stewart Lyon, then managing editor of The Toronto Globe, who was not only preaching before the public in public meetings in different parts of the country in favor of government ownership, but who was also writing strong articles in the same direction in The Globe newspaper. Apparently this mission of Stewart Lyon met with no approval from the railway corporations or their misflonary, Mr. Dunne. As a result some- like to know, is, who is promoting this the owners of The Globe newspaper to New York railway paper and its editor, send Mr. Lyon, now past middle age, and who is behind Mr. William F. Tye, into exile—as a war correspondent to formerly chief engineer of the Canadian Europe; put him in the trenches, and in Pacific Railway, whose name is attached the front of the firing line. The excuse to this proposal as its chief exponent? was given that Mr. Lyon could paint the They must be enemies of public ownerwar situation with the strokes of a ship. They must be friends of the master hand! But the people of Canada, private-owned corporation railways, and and especially the people who read The they must be engaged at this present Globe, were not dying and sighing for moment in minimizing the present railrailways! And their wishes in this latter something; and then when they have got ways under corporate control. respect were dashed to the ground in them properly disciplined present for and the Liberal party removed from the of killing public ownership and setting chief organ, suddenly converted to public dominate all eastern Canada and the ownership of Canada's railways.

So we leave Mr. Lyon in exile; The Globe now i giving academic support to public ownership; and Mr. Dunne and his journal having a free hand to bring forward a scheme for another privatelyowned railway corporation in Canada, aspisted by the government to the extent inf hundreds of millions, and relieved from all control by the Canadian people. As we said, all this did not just happen. It was arranged and is now being staged, and is being staged at a time when the Canadian railways have fallen down in their service to the Canadian people as they never fell down before. Our people can only get coal for their houses and for their factories by the greatest. pressure, and at the expense of cutting out a lot of passenger trains, of reducing parcel post and express facilities, of delaying the carriage of His Majesty's mails thruout the Dominion. And we have had to call in the service of the railway commission at Ottawa to try and compel the radiways to give better servat this moment we have not a week's supply of coal in hand. If anything should happen to the bridges over the Niagara River (and it might happen in these war times) our factories and our munition plants would have to close down for want of coal. Some of these latter had to lay off their hands. Or if the United States went to war with Germany—and that conditions point that this is the only line may happen tomorrow—our neighbors of conduct. But the railways wish to steer them away from their plain duty, their own use during the continuance of war, and that we'd have to get our supplies elsewhere. That being the case, we of Canada think of the situation? What should be straining every cord to get do the merchants of Toronto. Ottawa, coal into Ontario and Quebec, so as to Hamilton and all Ontario think about it? accumulate a small surplus or a large Are they not going to make any prosurplus, if we may. The Grand Trunk test? Have the board of trade nothing it has no money to buy more engines. And it has confessed that it must default on its commitments in the way of interest.

the in connection with the Grand Trunk put forward in The Ruil- Pacific. To use the blunt but expressive

It is at this point where The World comes in and says: Take over the old Grand Trunk, and take it over by the Dominion Government. And instead of lending money to the Grand Trunk to help Intercolonial and use the money propose Pacific is also part of the program. In to be given as another subsidy to the and in that way get in coal at once. We corporations, and public ownership is to have also suggested that the Grand Trunk Pacific and the Transcontinental be put in with this consolidated national system and in that way the transportation of the country will be greatly improved. But that this proposal is fathered by the this is the very thing the railway corpora Dominion Government, Somebody is put- tions and their friends do not wish to ting it forward and trying to create see. They want to cure the situation, as sympathy for it, so that it may meet they call it, by creating another private company, relieving it of its duty to the state and giving it a lot more public money. Nice cure! Haven't we tried it enough?

Now, what would happen if the counsuch scheme. Anyone who attended the try took over the old Grand Trunk? It speeches of Mr. Dunne, editor of the would put the national railway system prominent railway publication which is into every city in Ontario and Quebec and athering the scheme, must have no- the manitime provinces; and if we had ticed how he was encircled by prominent the National Transcontinental and the men of the railways when he spoke be- Grand Trunk Pacific with it, into every fore the Canadian clubs at both Toronto city in the Dominion of Canada, with the and Ottawa. So satisfied did they ap- single exception of Vancouver, and that pear to be when Mr. Dunne smote public would soon be reached. But here in the ownership under rib and thigh. No New east, with the Intercolonial and the Grand Tork journal goes into a proposition of this kind unless it goes into it as on a great mission for its clients, and its and Quebec, owned absolutely by the peoellents are the railway corporations of ple, and all the sidings and the wharves America, including those of Canada. Nor in connection therewith owned by the does Mr. Dunne go on a missionary tour people, and every shipper would

statistics that might be used against ing from Montreal would probably start government ownership; and he has real; and a stub line of these expresses would bring the Intercolonial into Ottawa, and probably over to Parry Sound. ship, even if he has to denounce the And we would begin to get a lot of coal democratic system of government that stored up in Canada, and wherever the they have in the United States. And railways could be relieved by using they have in the United States. And this is what he actually did—deplore that the railways of the States had a rolling stock would be relieved by just that much, and could be devoted to im proving the service generally. And the railway passenger service would improve next day, and so would the parcel post the public mails, and also the express service. And, of still greater importance the beginning of a great public-owned telegraph system would be in sight next day, and the government would own the wires, which would greatly help the newspapers in disseminating news all

What we would like to know, and what we think the people of Canada would body was influential enough in inducing scheme so valiantly undertaken by the order that The Globe might be silenced, their immediate acceptance this scheme temptation of following the leader of its up a new private-owned corporation to greater part of the west.

over the Dominion.

And these people do not like the idea of hydro-radials championed by Sir Adam Beck, and most of all they do not like the success that has attended the hydro-electric distribution in Ontario, They see it as a menace, and they want it stopped. And they do not wish to see the principle of public ownership which has succeeded in hydro-electric distribution applied to the general railway system of Canada.

If you ask The World what is the matter with the Canadian west today we would say that it was absolutely in the hands of the railways, and that they were everywhere masters, instead of servants of the people of the west, and that they desire to extend that lordship of theirs in the west over the people here in the east. The people in the west want to be free, as the people in the east want to be free; and now is the time for the Conservative party to make good its pledges to give the people public ownership, and to begin this good work by taking over the old Grand ice and to supply coal; and as things are Trunk. They have got to take it over unless they come to its relief, and they have got to take over the National Transcontinental and the Grand Trunk Pacific, as Mr. Smithers says he can carry them no longer. So that the government, as a matter of fact, do not have to wait for their special commission to report. Their pledges and the of conduct. But the railways wish to and to set up a new scheme.

What, therefore, do the business men

* WAR SUMMARY *

THE DAY'S EVENTS REVIEWED

(Continued From Page 1.)

sides in a bend of the Tigris River. Whether they have surrounded the foe in this bend or not, today's official communication does not say. In their precipitated flight, the Turks are finding it necessary to abandon quantities of arms, ammunition, tents, equipment and stores. They have thrown some of their guns, including medium calibre howitzers, into the Tigris. The British have recaptured the gunboat Firefly, lost during the retreat from Ctesiphon, and they have taken one Turkish ship destroying another. Prisoners continue to flow into the British lines.

The Canadian record office in London issued an official communication vesterday on the achievement of Canadians in the past week. They carried out three successful raids on German trenches and they inflicted far more casualties than they received. Sergt. Lloyd of a Manitoba battalion, placed a large charge of explosives at the head of a mine shaft in which Germans were working and then he sought to escape, but not only his charge, but the German mine exploded and it engulfed the gallant non-com. in the debris. In one raid the Canadians took three prisoners, all of whom were stunted and one had a glass eye. These men belonged to a Bavarian bantam battalion. The presence of a one-eyed man among the German troops shows that the enemy has been impressing the medically unfit.

The Germans recaptured some heights on both sides of the Vale Putna road, from the Russians. This region is in the wooded Carpathians and it has afforded much contentious ground, for the Russian pressure southwestward constantly menaces the Hungarian plains and the enemy, so far, cannot rid himself of his uneasiness. After the enemy took the series of heights, an operation which exhausted his effort, the Russians counterattacked him at the end of the same day and they at once regained a portion of the lost heights.

An important war conference of Anglo-French leaders has taken place at Calais. Those present were General Lyautey, French minister of war; General Robert Nivelle, French commander-in-chief; David Lloyd George, premier of Great Britain; Sir William R. Robertson, chief of the imperial general staff, and Sir Douglas Haig, British commander-in-chief in France. The allied press bureau did not announce the subjects of the deliberations nor the decision of the meeting.

FARMERS CONSIDER **NEEDED REFORMS**

Convention Hears Constructive Addresses on Many Phases of National Life.

OBJECTS TO BILL

Have No Sympathy With Pro-

Counties of Oxford, Middlesex and \$3000 Dufferin. Among the distinguished \$964. isitors in attendance were H. W. Wood, president of the United Farm- the people also enjoyed much lower ers of Alberta, and Roderick McKen-zie, a leading figure in the Grain Growers' Association of Manitoba, Growers' Association of Manitoba, railways were so badly crippled that and secretary of the Canadian Council they could not haul coal to Toronto of Agriculture.

council of agriculture was presented United States manufacturer and faciand printed copies circulated among litate the trade of that country. The the delegates. The platform declares people had given the railways all their for radical tariff reduction and free money and privileges, and all they trade with the mother country withfor radical tariff reduction and free in five years, for the nationalization service, but that was denied themrailways the initiative in referen-

The discussion upon the nationaliaction of trailways was opened by ated under government control, we H. J. Pettypiece of Forest. He would have a better distribution thru-H. J. advocated immediate nationalization out Canada. As far as legislation for of all the railways of Canada, and railways goes, the 220 members of was followed by E. C. Biggar, who explained that the Intercolonial would village in Huron Township. The Macwar correspondence so much as they way service of this country so as to be making \$5,000,000 a year if it charg- kenzies, Manns and Shaughnessys atwere anxious to get public ownership of make the public feel the need of doing ed the same high rates as the rail-tend to that." Mr. Gordon Waldron advocated the must come immediately and promptly,

income tax, and F. E. Ellis made a especially under war conditions. If the clean cut presentation of the direct railways find that public ownership is legislation plank of the platform. It Ontario farmers have not yet found the people will be junk." their feet and do not carry on their discussions with the same vim and spirit as do the grain growers in the that the United States and Canada prairie provinces. The Ontario con- were the only two civilized countries vention also differs from the western convention in not having women dele- side America, 51 roads out of 65 were gates.

The tariff question was handled in bound Tory," was more outspoken in than was Mr. McKenzie. Col. Fraser was one of several, by the way, who ondemned the aristocracy of peerages and knighthoods which we are so rapdly building up in Canada. The most animated discussion of the

WOMEN! OTHERS!



day arose upon a bill recently introduced by Premier Hearst respecting co-operative societies, which some of the delegates believed was aimed at the United Farmers of Ontario. A committee was appointed to look into the matter, and it was also suggested that the entire convention, 500 strong, should march to Queen's Park and insist upon Sir William withdrawing the osed legislation.

Railway Taxes Too Light.
Mr. Pettypiece gave a very comprehensive presentation of the railway situation, and in support of his conten-tion that while the people of Canada paid up to the hilt for the roads. they were not receiving a fair and reasonable service, he submitted a compara-tive study of figures on taxation, which showed a very large discre-pancy in the taxes obtained by the posed Amendment to Cooperative Companies Act.

Four hundred and fifty delegates, representing a membership of over some farmers, assembled yesterday morning at the auditorium in the St. James' parish house, 65 Church street, for the third annual convention of the United Farmers of Ontario. The convention was called to crider by President R. H. Halbert of Dufferin County, who delivered a vigorous address. The report of the secretary indicated the rapid growth of the association, especially in the Counties of Oxford, Middlesex and Dufferin. Among the distinguished to the distinguished to part of the country among the distinguished to part of the country. In the latter state received only the people of Canada for privately of Canada for privately-owned roads in the Dominary the people of Canada for privately-owned roads in the Domination and representing more than half of the entire railway capital, and enough to build every mile in the country. In taxes the C.P.R. paid in Canada and \$500 in the State of Maine; the G.T.R. paid in Canada \$180 a mile and In Michigan, the latter state received only to atomatic and the country of the people of Canada for privately-owned roads in the Domination and representing more than half of the entire railway capital, and enough to build every mile in the country. In taxes the C.P.R. paid in real estate at this time. The future looks bright for the converting of these assets into cash. Besides this, the company has practically received the report of the secretary indicated the rapid growth of the association, especially in the Countries of Oxford, Middlesex and in Canada and a received only the people of Canada for privately states of C.P.R. paid in the Domination of numerous parcels of good property, and althothe holdings are rather extensive the president and directors feel that they are not carry-ing too much, anad expect to realize good property, and althothe holdings are rather extensive the president and directors feel that they are not carry-ing too much, anad expect to r

In the United States he showed that and other points in Ontario, but still, tario. The platform of political principles he declared, they were using all their recently promulgated by the national energy to haul the goods of the "The waterways, highways and railmin, provinc'al autonomy in the ways of Canada belong to the peo-

come tax and other progressive re- should be operated and controlled for their benefit. If we had built 35,000 miles of railways and had them oper-"If nationalization is to come,

coming, they will not repair the roadmay be observed, however, that the beds or tracks, and all that will be left E. B. Biggar supported the arguments of Mr. Pettypiece, and declared that have private-owned roads. Out-

state-owned. Income Tax Necessary. a gingerly way by Roderick McKenzie, who is one of the leading free traders of the west. Col. J. Z. Fraser of Brant, who confessed to being a "hidemunicipalities, \$250,000,00 which must be met by either borrowing or taxaondemning some features of the tariff tion. He was certain that the finance minister in power when peace is declared would have to institute some measure of graudated income tax to foot the bill. He was glad to say that the farmers were considering where all the money was to come from. Those in the west had favored many radica changes chiefly the graduated income tax. Britain had found this form of raising money very useful, as the graduated tax and the inheritance tax had brought the country one-third of

its revenue. Colonel J. Z. Fraser said the fiscal question was being made a political one. Politicians had blinded the eyes of the people of Ontario and Quebec to suit their own selfish ends. "We have no statesmen in Canada," he said; "we have politicians. And we have not a representative government. You go to the polls and vote, but you have no say in the promulgation of the affairs of people of Canada opened their eyes.' He said that the tariff instituted by the late Sir John Macdonald to build up the industries of the country had failed. The government had placed a high tariff on the goods entering Canada, and the receipts of \$114,000. 000 in 1914 had dropped to \$90,000,000 in 1915. He held that the higher the tariff was made the less the revenue

"The air is full of schemes," he said. "and it behooves every man to be wide awake to see the deviltry of to-There may be a movement to place the cost of the war on the common people. Men who have risen from the gutter to a peerage or a knighthood, as a rat has moved from the drain to the sewer, have been com-

A Daily Treat—

Always Acceptable and Delicious.

The Tea of all Teas.

BROWN 50c.; BLUE 60c.; RED 70c. POUND.

GREAT WEST LOAN ENDS GOOD YEAR

Satisfactory Reports Submitted at Annual Meeting.

INTERESTS WIDESPREAD

Business in Toronto Extreme ly Good-Local Manager Complimented.

The fourteenth annual report of the firectors of the Great West Permanent Loan Company, whose head of fice is in Winnipeg, shows that the company has just completed one of the best years in its history, and its fin-ances are well taken care of and reserve funds are deposited to care for any immediate emergencies. The profits for the year, after deducting all expenses, overhead charges, etc., reached the fine total of \$208,253.92. From this were paid out two halfyearly dividends at eight per cent., amounting to \$192,509.91, which leaves

surplus of \$15,744.01. One notes with interest also the oans on stocks owned by the company, and other securities, which have ncreased substantially since the 1915 eport. The real estate holdings of he company have been augmented by the addition of numerous parcels of good property, and altho the hold igs

Canadian Trust Company, \$133,352.35 With several other items, the total assets reach \$7.368,916.10. The capital subscribed is \$2,462,750.00, but only \$2,411,862.81 is paid up. The reserve fund is guaranteed to the extent of \$685.902.02, and altho the debenture and loan repayments reach large figures, there is nothing thruout the whole report to suggest for one mo-

laining that the workingman and his frugal wife are making too much noney today. You may be asked to pay this price, and the method used will be the tariff. Protect yourself from the tax gatherer in order that you may be able to do right by those men who are upholding the principles

ment that the company will have to hedge in the current year, but rather that they are in a good position to move forward steadily with increasing

SCORE'S TOGGERY SHOP.

appreciate exclusive will take delight in Men who paying our Toggery Depart-

ment a visit. They will find there a stock composed of the very newest and up to the minute merchandise, and our prices are popular. We invite

ail orders. Write us for a sample packinge on approval, or call and see. R. Score & Son, Ltd., Tailors and Haberdashers, 77 King street west.

CANADIAN **CASUALTIES**

INFANTRY.

Killed in action—Alex. Bigman, Battleford, Sask.; H. B. Barnes, Norwigh, Ont.; J. H. Dowker, Winnipeg; Adolph Forbes, Merrickville, Ont.; F. H. Hodge, Winnipeg; E. P. Lyon, Little Britain, Ont.; Elmer Skinner, Pawhuska, Okla.; C. S. Lett. Eganville, Ont.

Now died of wounds—Victor Morrison, Delia, Alta.; Lionel Dobson, England; G. S. Turton, England; Lance-Corp. G. N. Albright, Calgary; Henry Poirier, Quebec.; 862798, A. F. Livingstone, 340 Spadina avenue, Toronto; T. E. Hill, Sydney Mines, N.S.; W. B. Fowler, St. John, N.B.; D. G. Colvin, Teeswater, Ont. Died of wounds—Douglas McCall, Saskatoon. Sask.

Now Killed in action—Donald Reid, Scotland; G. A. Duboard, Middlechurch, Man.; G. R. Doig, Port Arthur, Ont.; Corp. H. E. Graham, Edmonton; James Stephen, Scotland; J. D. Shado, France, Seriously ill—T. J. McColl, Rodney, Ont.; Chas. Nelson, Belleville, Ont.; 172306, E. W. Startup, 158 Kalmar avenue, Toronto; Lleut, Percy H. Gard, Arnprior; Fred Groat, Hagerswille, Omt.; Geo. Amderson, Scotland; W. C. Burch, Simcoe, Ont.

killed in action-A. E. Ford, Port-Now prisoner of war—628989, Gordon Wight, 295 Sumach street, Toronto.

Dangerously III — George Thorburn,

covered itself at every move by holding large amounts of cash on hand, amounting at the time of the report to a total of \$300,000.

The paid-up capital has increased, while the depentures have moved upward in strength also. The margin in debentures on the year's work to aled \$158516, and from a local standpoint the report shows an item of interest that the majority of these were accrued in the Province of Ontario Just here it should be alid home with due credit to William McLeish manager of the Tordnto of fice, 20 King street west. During the past year, thru the sterling efforts of the local manager and his capable staff, the debenture end of the business has been given special attention with splendid results, and one also notes the large volume of business and avaings deposit accounts which have been turned in and accounted for. This conservation of business locally gives a strong tone to the company's yearly report, showing unmistakably that the company's interests are widespread, and not localized.

The assets presented suggested a strong background of resources, Real estate loans reached a total of \$5.725, 336.36; stocks, at cost with interest accrued, \$163,759.34; other loans, \$177, 800.14; real estate, \$439.062.42, and which is still owed by the Imperial Canadian Trust Company, \$133,352.35. With several other items, the total

MOUNTED RIFLES.

Killed in action—R. M. Yulil, Hensall.
Ont.; L.-Corp. R. W. Keir. Riverfield,
Que.; Neil Campbell, Nilestown, Ont.
Wounded—O. Hartt, Grand Falls, N.B.
Seriously III—George Honson, Petrolea,

ARTILLERY.

Killed in action-G. H. Corvius, Union Died-Gunner T. V. Waldon, Stratford Wounded-Driver George Cox, Sarnia, Seriously III-Driver Richard Simonds,

SERVICES.

Wounded-H. W. Sewell, England. Stomach Was Deranged By Chronic Constipation

Got So Bad That Hospital Treatment Was Resorted to-Cure Finally Effected by Dr. Chase's Kidney-Liver Pills.

Liver Pills in many thousands of homes where their value as a regulator of the vital organs is known and

appreciated. Constipation of the bowels is usually accompanied by sluggish liver action, and sooner or later by derangements of the kidneys. The digestive system is entirely upset, and pains and aches result from the consequent poisoning of the system. On this account it may be said that constipation is the cause of the great majority of human ills and by keeping the bowe's regular by the use of Dr. Chase's Kidney-Liver Pills these many ailments are avoided. Mr. D. J. Maney, Eganville, Ont.,

(R.R. No. 1), writes: "Allow me to tell you what Dr. "Allow me to tell you what Dr. pill a dose, 25c a box, 5 for \$1.00, at had been filed against him. Miller will chase's Kidney-Liver Pills have done all dealers, or Edmanson, Bates and be arraigned in police court this morn. for me and mine, For years I was Co. Limited, Toronto.

Eganville, Ont., Feb. 14.-In this troubled with constipation and stomletter is well described the important ach trouble—had tried dozens of remplace taken by Dr. Chase's Kidney- edies, and even went to the hospital to get built up at different times. terrible constipation caused the stomach trouble. One day a friend asked, me why I didn't try Dr. Chase's Kidney-Liver Pills. I immediately purchased a 25c box, took it home, t gave me such grand relief that I ent back and got six more. I can truthfully say that after I had finished sing them I was completely cured. If I ever felt an ache coming on, one or two would always fix me up all right again. My boys never think of going away from home without having some of them in their suit case in case of a sudden attack of sickness. If any person wishes to write me, I will gladly answer them." Dr. Chase's Kidney-Liver Pills, one

CANADIANS MAKE THREE NEW RAIDS

Sergt. Lloyd of Manitoba Loses Life in Doing Gallant Deed.

DESTROY DUGOUTS

Dominion Troops Drive Off Two Retaliatory Attempts of Foe.

London, Feb. 28.—The following communique was issued by the Canadian War Records Office today: The frequent harassing of the enemy by raiding parties and the systematic destruction of his entrenchments were continued during the past week. There has been no cessation in the activity of our night patrols and snipers. Our artillery and trench mortars were well occupied with special targets. On Monday morning shortly 9 o'clock several parties from a Manitoba battalion attacked the German trenches at different points along a 500-yard frontage. One party came unexpectedly upon a cluster of Gernans who were occupying a sap head

and who fired a volley at short range into our men, blocking their advance. Other parties, however, successfully eached their objectives, overcame all opposition, and for ten minutes quicky and effectively carried out their alotted tasks. Nine dugouts, which were evidently occupied, but from which the enemy refused to emerge, were destroyed. Blows Up Shaft.

One mine shaft was discovered in which an engine was heard, and in which several Germans were working or had taken shelter from our artillery fire. Sergt. Lloyd placed a large portable charge of explosives at the head of the shaft and, despite the danger which he knew he must himself incur, he lit the fuse and then sought to escape. But the terrible upheaval which followed was not only he explosion of the charge, but of the erman mine itself, dently, a great quantity of explosives

ad already been placed. Masses of earth, some of which nust have weighed several tons, were thrown into the air. The gallant Sergt. Lloyd was unfortunately buried beneath this avalanche, but the German front line at that point was blown to pieces and many of the en-emy were killed. Twenty German dead were actually counted in the frenches and three unwounded prisoners were captured and brought back to our lines. The three men were singularly small and of a very low order of intelligence. One of them had a glass eye. They belonged, indeed, to a bantam company of the 11th Bavarian infantry regiment. Our own casualties

amounted to only 13. Engage Foe Batteries During this raid our guns engaged the hostile batteries with consider-

One of our lieutenants, after re turning safely to his trench, heard that some wounded men had not been able to get back. Taking two of his the rescue. They came under heavy fire from the German trenches. One man was killed and the other wounded. The lieutenant, after ascertaining that all the other wounded men had returned, himself carried back the wounded men of his own party.

Make Another Raid Hardly was this raid accomplished when, in the afternoon of the same day, we struck again a little further north across the shattered trenches which we had entered so successfully on the 13th. A Saskatchewan regi-ment furnished the storming party, consisting of nearly 100 men. All objectives were reached and the work of Twelve dugpeditiously performed. outs were bombed and their entrances blown in. In one of these two Germans came to the door but would come no further. They were deal with. From another one 12 Germans suddenly emerged and attempted to run away. Four of them escaped Four sniper posts, two machine guin emplacements and one machine gui were destroyed. Many dead Germans were seen in the trenches. Our own casualties were seven men slightly wounded.

An Ontario battalion, in co-operaion with another party from the Manitoba regiment already mention-ed, again raided the enemy trenches on Thursday afternoon. The Germans were making their trenches more heavily than usual, and made a stout resistance. They had evidently to show greater resolution in the deence of their line. All of our parties, however, except one which was held up by the fire of three machine guns from the left, succeeded in entering the German trenches. Four occupied dugouts were treated in the usual manner and some 35 of the enemy

Within 24 minutes of the beginning of the raid our men were safely back in their own lines. One wounded prisoner of the 11th Bavarians died on his way over. During the week the enemy made

trenches in retaliation, but on both occasions he was driven off and suffered casualties from our Lewis gun and rifle fire.

two half-hearted attempts to raid our

PROMINENT EX-ALDERMAN DEAD.

Late William Burns Was President of Knickerbocker lice Co. and a Director of Western Hospital.

The death of William Burns, pre-dent of the Knickerbocked Ice Co. occurred at his home, 209 Cimcoe street Tuesday. He was a prominent citizen and fook an active part in civic and Dominion politics. He was an alder-man for more than 13 years, between man for more than 13 years, between 1891 and 1903, when he was elected controller for the following two years Born in Ireland 66 years ago, he came with his parents as a lad to this city settling at the head of Yonge street close to the Golden line, on a He afterwards organized the Knicker bocker Ice Co. on Richmond street about 40 years ago. For a number of years he was on the Exhibition board and a director of the Western Hospi-tal. He is survived by his wife and six children and one brother.

NON-SUPPORT CHARGED.

Thomas H. Miller, 10 Austin avenue was arrested by Detective Taylor yesterday after a charge of non-support be arraigned in police court this morn.