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In Paris By Next April
Is Hindenburg's Boast
Reply to Statement That There
Will Be No Food Left In
Germany by May

German Newspapers Feature Predictions
of Defeat of Allies on Western Front
in Spring Offensive; Fighting to Sur-
pass Fiercest Struggles of War

The Hague, Jan. 19.—(Correspondence of the Associated Press)—Travelers from Germany bring a record of a recent conference at Berlin at which Field Marshal Von Hindenburg received the editors of thirty German newspapers and discussed the food situation with them. The editors told Von Hindenburg that by next May there would be no food in Germany.

Amsterdam, Jan. 19.—(Correspondence of the Associated Press)—Advertisement of what Germany is planning to do on the western front before American military power can be put into the conflict continues to be a conspicuous feature of the German newspapers.

"The next six months will be the deciding period," says the Frankfurter Zeitung. "During that eminently important period the Central Powers will with absolute certainty have the strategic superiority, for the hopes of the Entente for American help cannot possibly be fulfilled within that time. The Central Powers will concentrate their whole strength on the west front for a decisive blow. French soil, those fertile, flourishing fields which have already suffered seriously and have drunk such rivers of blood, will be the scene of a final struggle which will far surpass the fiercest struggles of the past year."

"If we do not share the light-heartedness with which the problem of American help is often set aside, we also consider it certain that the United States cannot in the next few months increase to the very great moral and economical support which they have given the Allies."

The Deutch Tages Zeitung, in an article declaring that all eyes are now focused on the west, declares that the greatest battle of the war is now about to begin there. "We must not allow the belief to arise, however," it says, "that the increase of our strength in the west will force the French to lay down their arms or the English to sue for peace. It may come to this, of course, and Hindenburg said a year ago, 'we are already doing it, my children. Our emperor, the supreme war lord, has said that the decision is now to be sought. Will to victory and readiness for peace are combined in his work. All the enemy does not wish peace we must bring peace to the world by breaking in the gates of those who do not want peace, with mailed fist and flaming sword.'"

STEAMERS REALLY
GERMAN OWNED

Prize Court Condemns Three Ves-
sels Captured While Flying
the American Flag—One Was
Taken to Halifax

London, Feb. 4.—The prize court has condemned the steamers Kankakee, Hocking and Genesee, owned by the American Trans-Atlantic Company, which were seized in 1914 while flying the American flag.

The president of the court condemned the vessels on the ground, though nominally American owned they were really German owned and that the claimant company was only a covering name for Hugo Stinnes, director of the German German Shipping Company.

The steamship Hocking was seized by a British warship in October, 1914, and was taken to Halifax. She had previously been the Danish steamer Gronland and was recently changed to American registry.

The Genesee was changed from Danish to American registry in August, 1914, and was seized in November and taken into St. Louis.

The Kankakee, another of the American ships suspected by the British of being controlled by German capital, was seized by a British cruiser off the South American coast in November, 1914. The American Trans-Atlantic Company protested to the Washington government and the latter, on carrying the matter to the British government, were informed that the vessels would be held pending the prize court decision. In May, 1917, an eleventh hour settlement out of court of these cases was expected, but the British government about the same time decided to bring the issue to trial, the government contending that the vessels were owned by the German Hugo Stinnes, and that it was in possession of strong evidence against the three ships.

FISHERIES COMMISSION
NOT GOING TO HALIFAX

Halifax, Feb. 5.—The Halifax board of trade sought to have the fisheries commission now in St. John come to Halifax, but has been advised by Hon. Mr. Hazen that this is not feasible.

NO GAS IN SHERBROOKE

Sherbrooke, Que., Feb. 5.—The householders who use gas for cooking, and a great majority of them do, had to partake of a cold breakfast this morning owing to a breakdown at the gas plant last night. The two newspaper offices are held up as there is no gas for the machines, and issues today were greatly reduced. Hotels and restaurants are also badly hit.

RUMANIANS ARE
IN CONFLICT WITH
FORMER ALLIES

Have Disarmed An Entire
Russian Division

GREEK MUTINY ENDED

British Promise Reprisals Unless
Germans Release Air Pilots—
Denial of Story That British
Warships Were Sunk

London, Feb. 4.—Official telegrams despatched from Jassy Saturday say that the greater part of the Rumanian army is now engaged in fighting the Russian troops, who are overrunning Moldavia and Bessarabia, while Bolshevik troops are concentrating in Bukovina.

After twenty-four hours fighting the Rumanians disarmed the ninth Russian division, which attacked Galatz, taking over fifty guns, and surrounded and disarmed the eighth Russian division, which attacked the center of the Moldavian front. This division was sent under convoy to Russia.

In response to an appeal from the Bessarabian republic, it is officially declared, Rumanian sent troops there to prevent the devastation of the country by bands of Russians and also occupied Kishinev, the Ukrainian-Jassy railway and legals from which Rumanian troops draws supplies.

Fighting is in progress between the Rumanians and the Bolsheviks all over Bessarabia as far as the Danister. Order Restored.

London, Feb. 5.—Complete order has been restored at Lania, northwest of Athens, where soldiers of Greek infantry regiments mutinied, according to Athens dispatch to The Times. One hundred and fifty arrests were made in connection with the mutiny. Former Premier Skoufopoulos and Lembros and other former cabinet members under indictment have been ordered to consider themselves under arrest in their own homes where they are guarded by police.

All political prisoners of military are undergoing sentences in Athens these days. The mutiny in Athens is the latest in a series of mutinies, according to the Telegraph. "The German fleet, relieved of anxiety and pressure in its rear," says the newspaper, "can now turn to the west with its full strength. The task of the British fleet, even if it is supported by its Allies, will be difficult. We have great faith in the German navy, which has so often exhibited will to victory and its capacity to fulfill its duty."

TRIAL OF GERMAN
NAVAL OFFICERS

Attorneys for Defence in Case of
Conspiracy to Destroy Steamers
Present Ingenious Pleas

New York, Feb. 5.—The trial of Captain Franz von Holtz, German naval officer, and twelve other Germans accused of conspiring to destroy a British steamer with five bombs, before the United States entered the war, near its close today in the federal court here with summing up by government counsel and the court's charge to the jury.

Attorneys for the defence concluded their arguments last yesterday, some maintaining that their clients were legitimate agents engaged when they manufactured explosives on board a former German liner then docked at Hoboken, N. J., and others that the bombs were made innocently without the defendants knowing to what use they were to be put. The trial began on Jan. 22.

The government charged specifically that the defendants plotted to secrete bombs in bags of sugar which were included in the cargo of the ship Kirov, which was caught off during a voyage from the United States to France in May, 1914. The alleged conspiracy involved also the shipment of bombs to the Pacific coast to be placed on vessels sailing for the Orient. In all thirty-three ships valued at more than \$4,000,000 were said to have been damaged or destroyed by fire bombs declared by the government to have been made by the defendants.

The location of the sector was kept secret until it became certain that the enemy had discovered it.

WAR IS COSTING U. S.
\$24,000,000 PER DAY

Washington, Feb. 5.—Ten months of the war have cost the United States about \$7,100,000,000—at the rate of \$710,000,000 a month—nearly \$24,000,000 a day.

More than half of this huge sum, or \$4,121,000,000, has been paid as loans to the Allies, and the balance, about \$3,000,000,000, represents America's outlay for its own war purposes, exclusive of more than \$600,000,000 for ordinary governmental expenses.

The war's toll in money is increasing at the rate of more than \$100,000,000 a month, and indications are now that the two remaining months of the nation's first year as a belligerent will run its war bill to nearly \$10,000,000,000, of which \$3,000,000,000 will be for allied loans and about the same amount for the army, navy, shipping board, and other war agencies.

MAY REDUCE IMPORTS
TO PROVIDE VESSELS
FOR THE U. S. TROOPS

Washington, Feb. 4.—A fifty per cent reduction in the volume of imports is one of the measures under consideration by the administration to make available ships for transporting troops to France. Overseas transportation is recognized as the real problem facing the government in its efforts to put on the firing line a big fighting force and keep it in supplies.

Renfrew, Ont., Feb. 5.—Fire last night did damage estimated at \$200,000 to the block belonging to W. T. Guest.



JUST TO SHOW THERE IS NO DECEPTION THE PROFESSOR IS AGAIN GOING TO SWALLOW THE SWORD.

NEW YORK SUFFERS
IN ZERO WEATHER

Extreme Cold Offers Efforts to
Conserve Fuel—Freight Conges-
tion Holds up Coal Supplies

New York, Feb. 5.—Zero weather, which added to the discomfort of the third of the heaviest January in New York, continued today and accentuated the seriousness of the coal shortage. Despite the saving of fuel resulting from the dropping of the temperature, the supply of coal ahead, by a singular coincidence, the administration estimated, severe one of the heaviest Mondays in this city was marked by unusually severe weather, which virtually nullified the effects of coal conservation.

The cold wave, which the weather bureau says will continue, not only has caused increased suffering among the poor, but has aggravated the ice blockade in the harbor, hindering the progress of coal barges from tidewater. Mercury at seven a. m. today registered seven degrees below zero.

The freight congestion continues a source of anxiety to transportation officials, who fear the situation will become even worse, unless there is a sudden change in the weather.

May Not Suspend Order.

Washington, Feb. 5.—The advisability of suspending the Monday closing order engaged the attention of Fuel Administrator Garfield and Director General McAdoo. Although final decision of the conference could not be foreseen, officials were less optimistic today regarding the proposal to suspend the order.

Industry Paralyzed.

Pittsburg, Pa., Feb. 5.—With the Pittsburg industrial district in the midst of another period of intense cold the steel industry here is faced almost complete paralysis. Inability to obtain coal supplies during the moderate weather of the last few days has left the mills and the Monongahela river with no prospect of relief from the conditions which steel makers here are facing.

The greater part of the closing down of the steel industry here is due to the fact that the Monongahela river was again frozen and the movement of coal barges today was impossible.

In Boston.

Boston, Mass., Feb. 5.—A cold wave that sent temperatures away below zero swept over New England last night and held on today with little prospect of an early break. From a reading of zero at midnight the mercury in Boston dropped to ten below at 7 o'clock this morning, and reports from many points indicated that intense suffering had been caused largely to lack of fuel. A sharp northwest wind that reached a maximum velocity of twenty miles an hour added to the discomfort. Weather bureau officials said the cold would continue through tonight.

Production Retarded.

Philadelphia, Feb. 5.—An unexpected drop in temperature to the lowest of the winter in some sections has again retarded the production and movement of coal in the anthracite field.

Report Forty Below.

Detroit, Mich., Feb. 4.—Temperatures ranging from sixteen below zero in Detroit to forty below in villages along the west shore were recorded in Michigan last night. The coal situation is the worst it has been this winter. In Detroit thousands of families were without fuel of any kind and the police department with more than 5,000 unfilled orders for emergency fuel on its books, announced that the situation was "hopeless."

Probably 35,000 persons were thrown out of work in Detroit by factories closing down during the past forty-eight hours. Dozens of big factories are using their emergency coal supplies.

REAL ESTATE NEWS

Transfers in real estate have been recorded as follows:

St. John County
F. P. Thompson to H. P. Timmerman, property in Lancaster.
Kings County
Sridger Green to John Breen, property in Carleton.

Annis L. Fowler to M. J. Peller, property in Hampton.
B. H. Jordan, per Mages to Ethyl G. Fowler, property in Springfield.
A. E. McLeod to Caroline B. Sen, property in Carleton.

Ellen M. Whiting to C. W. Whiting, property in Hampton.

SIXTY BODIES FOUND;
26 STILL IN MINE

New Glasgow, N. S., Feb. 5.—Sixty bodies have been taken to date from the mine. There are twenty-six still to be recovered.

Work at the McGregor mine is now going along briskly and a good daily output is being secured.

SHORE LINE TRAIN IS
STALLED IN SNOWDRIFT

The Shore Line train, No. 118, which left St. John yesterday morning at 7:30 o'clock for St. Stephen, is stalled in the snow at Pondsfield, about forty-four miles from St. John. A relief train was sent from Bay Shore this morning to assist the train in getting into St. Stephen. As a result of the tie-up trains No. 118 and 114 were cancelled today.

WEATHER
REPORT

Issued by Authority
of the Department
of Marine and
Fisheries, R. F. Stur-
patrick, director of
meteorological service

Synopsis—The weather is extremely cold from Ontario to the Atlantic coast. In the west it has turned much milder, the chinook blowing in Alberta and southern Saskatchewan. A fresh westerly gale is sweeping over the maritime provinces.

Lakes and Georgian Bay—Moderate to fresh west to south winds, fair and moderating. Wednesday, fresh south to southwest winds, local snow flurries but mostly fair and milder.

Ottawa Valley and Upper St. Lawrence—Fair and very cold today. Wednesday, moderating.

Lower St. Lawrence, Gulf and North Shore—Strong winds and piles north to west to east, decreasing tonight; fair and very cold today and on Wednesday.

Maritime—Northwest to west gales, local snow flurries but generally fair and very cold. Wednesday, decreasing west winds, fair and very cold.

Superior—Fresh southeast to southwest winds, local snow flurries but mostly fair today and on Wednesday, with rising temperature.

Manitoba—Fair and milder today and on Wednesday.

Saskatchewan and Alberta—Fair and mild today and on Wednesday.

Washington, Feb. 5.—New England: Fair and moderate cold tonight and on Wednesday.

INTERNATIONAL COMMISSION
OPENS HEARING IN ST. JOHN

Studying Conditions on Both Sides of Bound-
ary Line With View to Arranging Greater
Measure of Co-operation in Production of
Sea Foods; Objects Stated and Evidence
Taken This Morning

For the first time in the history of Canada an International Fisheries Commission met this morning to discuss important problems relative to the fishing industry in Canada and the United States with a view to coming to some equitable basis which will prove beneficial to both countries. The object of the meeting here was to obtain full information from those engaged in the industry and to obtain their views as to the removal of restrictions imposed in both countries.

Those present were: Hon. William C. Redfield, commissioner of commerce for the United States; Hon. Edwin F. Sweet, deputy commissioner of commerce; Arnold Robertson, of the British Embassy at Washington; E. F. Quigley, secretary of the commission; W. Foundis, superintendent of fisheries for Canada; Dr. Smith, commissioner of fisheries for the United States; and Hon. J. D. Hazen, Canadian representative on the commission, in addition to S. Y. Wilson, representing the Leonard Fisheries of Halifax, and also president of the Canadian Fisheries Association; B. B. Brittain, port fishing overseer; George Robinson of Cambridge, N. B., representing the General Fishing Office; J. C. Chesley, local agent of the Marine and Fisheries Department; A. O. H. Wilson, St. John, inspector of pickled fish; N. F. Leonard, president of the Leonard Fisheries Ltd.; E. S. Warner, New York, purchasing agent for the Booth Fisheries; J. P. Calder, of Campbell, inspector of fisheries; M. Gardner, of Lunenburg, N. S.; B. A. Smith of Gloucester, representing the Gordon Peck Fishing Company; Alfred H. Brittain, managing director of the Maritime Fishing Corporation, Ltd., with general offices in Montreal and branch offices in Canada, Digby, N. S.; R. E. Armstrong, secretary of the Board of Trade; Harry A. Hill, Hiram Byles, Robert E. Wilson, W. A. Spence, Percy Lemeroux, J. J. McInnes and John Johnson of this city.

Objects of Commission.

Hon. J. D. Hazen addressed the gathering and told of the object of the commission. He pointed out that it was the first in the history of Canada that a commission composed of citizens had ever met to discuss any question relative to the fishing industry. He spoke of the necessity of conservation of this great industry and the interest which it was creating both in the States and in Canada.

(Continued on page 2, sixth column)

MAY MEAN RUPTURE
OF NEGOTIATIONS

Return of Teuton Envoys to Berlin
Regarded as Forerunner of End
of Brest-Litovsk Proceedings—
Conference in Berlin

London, Feb. 4.—The Amsterdam correspondent of the Exchange Telegraph Company says the return of Dr. Von Kuehmann and Count Czernin to Berlin is considered in Berlin political circles as the forerunner of the rupture of the negotiations at Brest-Litovsk.

The special conference to be held in Berlin according to the correspondent, is for the purpose of considering the general peace situation.

Amsterdam Strikes.

Amsterdam, Feb. 4.—The strike which has been announced by the syndicalists would be called for today was far from being a general one. Only a small percentage of the workmen in the city went out. Mounted gendarmes patrolled the streets throughout the day and those of the workers who struck were prevented from forming in crowds.

Stockholm, Feb. 5.—Five Finlanders who escaped to Sweden declare that the majority of the workmen in southern Finland have no sympathy with the Reds, who have been able to organize the law-abiding population by terrorizing the people who were unarmed. The Red Guards are being paid with the proceeds of the bank looting and enforced contributions from the bourgeoisie.

A courier to Torino reports that the Reds were defeated at Terrolo and left behind eleven dead and seven wounded. They carried away many wounded with them. There were no casualties among the White Guard.

In an action a few miles north of Helsingfors the White Guards are reported to have been defeated owing to the fact that the Reds and the Russians were better armed.

Assassination continues at Helsingfors. The latest victim was a young surgeon who was taken from a Red Cross hospital and shot.

COMMANDER WYATT ARRESTED;
CHARGED WITH DEATH OF PILOT

Halifax, N. S., Feb. 5.—Commander Frederick F. Wyatt, who was chief examination officer here at the time of the Mont Blanc collision, which caused the Halifax disaster, was this morning arrested, charged with unlawfully killing or slaying Pilot William Hayes, who was killed on the line.

The commander appeared before Stipendiary McLeod and gave bail, himself in \$5,000 and S. M. Brookfield in \$3,000 for appearance on Monday at eleven a. m. for examination.

At Mr. Meles's request, Commander Wyatt remained in court to hear the evidence given in the legal criminal proceedings against Captain Lemeroux and Pilot Frank Mackay, of the Mont Blanc, who were arrested yesterday on a charge of manslaughter after the finding of the Drysdale commission has been read.

When Captain Lemeroux and Pilot Mc-

EFFORTS TO SAVE
VESSEL A FAILURE

Steamer on New England Coast in
Dangerous Position—Disabled
Steamer Reaches Bermuda

An Atlantic Port, Feb. 4.—Efforts by three government vessels to stop an American steamer which ran ashore off the New England coast last night failed today, and tonight the ship's position was reported as less favorable. The heavy ice which had forced her ashore today carried on a conversation with the coast guard by megaphone. Her captain reported that the vessel was not leaking.

Disabled at Sea.

An Atlantic Port, Feb. 4.—The master of an overseas ship just arrived reports sighting Jan. 25 in latitude 48, longitude 63, adrift in track of transatlantic vessels, the American steamship City of Wilmington with engines and boilers disabled.

The master of the disabled steamer asked to be towed to Bermuda, but the captain of the ship which sighted her was unable to take the vessel to port.

According to Lloyd's the only steamer of that name is a vessel of 5,300 gross tons sailing from Wilmington, N. C. She is owned by the Cape Fear Shipping & Trading Company.

Reaches Bermuda.

Washington, Feb. 5.—The steamer City of Wilmington, which was disabled at sea on Jan. 26, was reported by her owners here to have put into Bermuda Saturday. The vessel is returning to an Atlantic port from Europe.

Another in Trouble.

An Atlantic Port, Feb. 5.—A radio message received here today reported an unidentified vessel in trouble twenty-five miles off the coast. The message came from a steamer which reported that she was barely able to hold her own because of high winds and ice and could tender no assistance. Government steamers were ordered to proceed to the assistance of the vessel as soon as the weather moderated.

NEWSPAPER PLANT
BURNED WITH LOSS OF
A QUARTER MILLION

Anacosta, Mont., Feb. 5.—Fire early today practically destroyed the plant and buildings of the Anacosta Standard, entailing a loss which may total \$250,000.

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