

TWENTY-SIXTH BATTALION AGAIN IN ACTION

AN INCIDENT DURING SERBIAN RETREAT OVER MOUNTAINS TOWARD ALBANIA

GERMAN REPORT THAT 2 BRITISH CRUISERS HAVE BEEN TORPEDOED A LIE

British Press Officially Denies Loss of New Cruiser Arabis and Second Class Cruiser off Dogger Bank Thursday Night.

London, Feb. 11.—A Berlin official statement received here today claims that a British cruiser has been sunk by a German torpedo boat craft and another British cruiser torpedoed. The British official press bureau denies this.

The German statement was to the effect that the German torpedo craft sank two British cruisers off the Dogger Bank on Thursday night and sank the new cruiser Arabis and torpedoed a second class cruiser.

In giving out the German message for publication, the press bureau appended the following:

"The British admiralty states that the cruisers above mentioned were four mine-sweeping vessels, three of which have returned safely."

The British cruiser Arabis is not listed in the current naval publications. This is explained by the fact that the names of the new boats of the British navy have not been given out by the Admiralty, because of war conditions.

The text of the German statement follows:

"On the night of the tenth and eleventh, during an advance of our torpedo boats, our boats met on the Dogger Bank some 120 sea miles east of the English coast several English cruisers, which at once fled. Our boats pursued them and sank the new cruiser Arabis, and obtained a hit with a torpedo on a second cruiser. Our torpedo boats rescued the commander of the Arabis, with two other officers and twenty-one men. Our forces suffered damage, but no loss of life."

On Italian Front.

Rome, via Paris, Feb. 11.—The official statement of the Italian war office made public today says:

"There have been small engagements in our favor in Upper Calabria and in the Santa Maria sector. In the Gortia zone our artillery fired effectively against enemy camps and also upon trains moving toward the San Pietro station, forcing them to turn back."

"There have been heavy snowfalls in the mountain theatres of operations."

French Regain Trenches Near Frise.

Paris, Feb. 11, via London, Feb. 12, 12.05 a. m.—The following official communication was issued this evening:

"In Belgium our field artillery has seriously damaged a German blockhouse near the Passchendaele Canal, and caused the explosion of a depot of ammunition."

"In Artois there has been an intermittent cannonade in the region of the Lille road."

"To the south of the Somme, during minor fighting on the eighth and ninth instants, we re-captured from the Germans a notable part of the element of trenches that were still in their hands in the region to the south of Frise."

"Yesterday, towards evening, the enemy attempted, through a violent counter-attack, to force us from our re-occupied positions, but our batteries of fire and infantry salves stopped short the enemy."

"The enemy suffered heavy losses."

"Today there has been some artillery activity in all of this section."

"To the north of the Somme, there has been efficacious shelling by our artillery of some German works to the north of Soupir, and of convoys to the northeast of Berry-au-Bac."

"In Champagne, during an attack by means of grenades in the region to the northeast of the Butte Du Mesnil, we made about forty prisoners."

"On the heights of the Meuse our artillery shattered a blockhouse and some German observation posts in the sector of Bois Bouchet."

"Ten shells of heavy calibre were fired today in the direction of Belfort."

Fighting in Riga District.

Petrograd, via London, Feb. 11 (10.15 p. m.)—The following official communication was issued today:

"In Riga sector, between the Mitau road and the Dvina river, there has been an active artillery duel. Our artillery at many places dispersed bands of enemy workmen. Five successive enemy counterattacks, which were launched after preparations by bombardments with heavy and light artillery. Further south, our scouts have made useful explorations."

"In the region of Iloukai we exploded a mine under a German blockhouse, and occupied the crater."

"As the result of a successful reconnaissance in the region south of Lubtcha we demolished a bridge which the enemy had commenced to build across the Niemen."

"Near Tchemerine (Volhynia), by the combined action of our infantry and artillery, we again repulsed two successive enemy counterattacks, which were launched after preparations by bombardments with heavy and light artillery. Further south, our scouts have made useful explorations."

"In the region of Isebroff the enemy attempted to re-conquer a height we had taken from him, launching for the purpose numerically superior forces who were supported by artillery fire. We maintained possession of the height, however."

"On the Black Sea our torpedo boats continue to bombard enemy positions in the coast region."

"In the Caucasus our progress continues, and our fire prevents all attempts by the enemy to resume the offensive."

CARVELL'S BLUFF PROMPTLY CALLED BY HON. MR. HAZEN

Continued from page one.

Mr. Hazen in reply, said that the allegations of the member for Carleton Place were far from the facts. The site of the wharf had been purchased by the government at a moderate price. It had been planned by Colonel Anderson, the chief engineer of the Marine Department and his assistant, Mr. Hazen. These engineers, he said, were quite prepared to justify everything that had been done, and as for himself, he would welcome a full inquiry into the whole business. The wharf, he said, if he could rely on the opinion of his engineers, was a solid structure, and there was no impossibility of its drifting out to sea. It was already being used by government vessels. Referring to the statement by Mr. Carvell that buildings had not been placed on the wharf, Mr. Hazen said this was due to the necessity of reserving all the space on the wharf for large buoys and other supplies of the Marine Department.

Mr. Carvell declared that within two years the minister would either have to tear down the wharf, or rebuild it, or else build a new wharf around it.

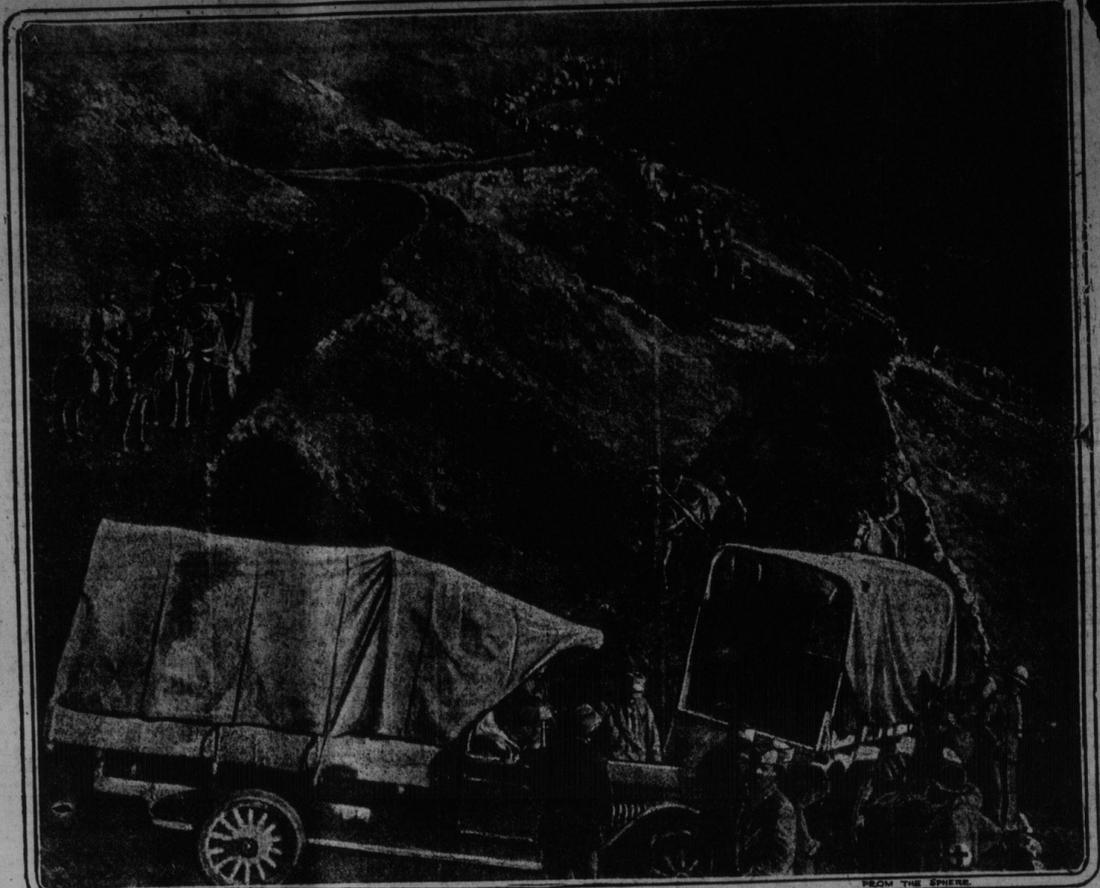
Mr. Hazen—"Will the honorable gentleman make a little sporting bet on it?"

Mr. Carvell—"Yes."

Mr. Hazen said that he would give \$500 or \$1,000 to any charity that might be named, if the wharf did stand for that time, if it did stand he wanted Mr. Carvell to pay a similar amount to charity.

Mr. Carvell—"I am afraid he would let it stand up a little longer than it was safe in order to make me pay my thousand dollars."

Hon. Mr. Pugsley said that it was commonly reported, that Mr. Boone was dying the assiduous contractor, and



A FATAL CURVE ON THE ROAD OF RETREAT—THE ROAD DESCENDED IN VIOLENT HAIR-PIN TURNS, WHICH WERE TOO MUCH FOR THE MOTOR WAGONS, SOME OF WHICH FELL DOWN THE MOUNTAIN SIDE

This picture shows vividly the retreat of the Serbian army over the mountains. These steep and sharp turning roads were of much danger to motor trucks, which were difficult to control. The two motor trucks in the foreground, which were convey- ing English nurses, went down the steep embankment, seriously injuring a number of the nurses.

that the men really interested in the contract were political friends of the minister. Mr. Pugsley doubted if Mr. Boone was a wharf builder at all.

The minister replied that the fact that he had built wharves and that he had been on the ground all the time while this work was in progress.

Mr. Pugsley demanded all the papers in connection with the matter before the item was allowed to pass, and the matter was left in this way.

New Beacon Lighted for First Time.

Just before the house rose at six o'clock, Sir Robert Borden referred to Hon. G. P. Graham's complimentary reference to the way in which the museum had been equipped with such despatch for the purpose of parliament. The Prime Minister said that he would like to add a word of appreciation for the personal attention of the Minister of Public Works himself. He had personal knowledge that the Hon. Mr. Rogers had been indefatigable day and night in connection with the fitting up of the buildings, and the arrangements were even more satisfactory than he had expected. It had always been the custom, Sir Robert added, to have a light over the tower of the old parliament buildings to indicate whether parliament was in session or not. A similar arrangement had been made here, and he had been asked now to touch a button which would light this beacon for the first time. The Prime Minister stooped and pressed a button under his desk, members of the both sides giving a cheerful applause.

Ottawa, Feb. 12.—The casualty list issued at midnight indicates that the 26th New Brunswick Battalion is again in action. The list reports one number wounded, Donald Hume, of Iris, P. E. I.

Ottawa, Feb. 11.—The midnight list is as follows:

Second Battalion.

Wounded—William J. Laughlan, General Delivery, Edmonton, Alb. Severely wounded—F. Stillwell, Salmon Arm, B. C.

Fiftieth Battalion.

Previously reported missing, now killed in action—Sergeant John Corbett, Scotland.

Nineteenth Battalion.

Died of wounds—James MacGregor, Scotland.

Wounded—Norman A. MacKenzie, Scotland; John Rogers, England.

Wounded—George L. Bradley, Arran, Ont.; Arthur Piche, Nermé, Neuve, Que.

Wounded—Donald Hume, Iris, P. E. I.

Wounded—James T. Wood, England; Charles J. Harrison, Sherbrooke, Que.

Second Field Company First Canadian Divisional Engineers.

Killed in action—Sapper Gerald St. Moore, England.

Wounded—Sapper Joseph Rome, England.

Number Five Stationary Hospital.

Died of pneumonia—Lieut. Col. H. Ramsey Duff, Winnipeg.

Wounded—George S. Matron, England; John Sedgwick, England; Robert Holder, England; Edgar Caton, Echo-Place, Ont.; Ernest Gilson, Oyen, Alb.

Fifth Canadian Mounted Rifles.

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DONALD HUME OF IRIS, P. E. I. IS WOUNDED

"CORPSE" GIVES HIS FRIENDS JOY WHEN HE STEPS FROM TRAIN

TAKING BRIBES CHARGE AGAINST GRIT MEMBERS

FAIR WAGE CLAUSE AND MUNITION WORK

Regina, Feb. 11.—Mr. Bradshaw, Prince Albert, (Conservative) in the Saskatchewan executive assembly last night demanded a royal commission composed of judges of the province to investigate a series of charges which he read to the house.

(1)—That a number of the Liberal members of the assembly were bribed in December, 1913, to oppose a government bill to abolish the bar.

(2)—That large sums of money were paid to Liberal members of the said assembly (a) by applicants for liquor licenses in order to secure same; (b) by liquor licensees for campaign funds.

(3)—That at the direct instigation of Liberal members of the said assembly their party friends, prominent in the province, were bribed to support the government.

(4)—That friends of the government obtained, in advance, information of nature of the government's policy, as announced by the premier at Osbow on March 18, 1915, and by reason of such information were enabled to dispose of money property to their advantage.

(5)—That sums of money aggregating over fifty thousand dollars were paid out by the government on various pretended contracts for road work during the years 1913, 1914 and 1915, for which no road work was done.

The Hon. A. Turgeon, attorney-general, pointed out that as a matter of fact there was no charge made. All the resolution did contain was certain things which the mover had been credibly informed and believed. Not a single member was named; not a single fact was cited. Everything was belief on Bradshaw's part.

"Every means, every proper means will be properly taken to see that justice is done to those who deserve it, and in order to give this very important matter the consideration it deserves," he said.

Ottawa, Feb. 11, (via leased wire).—There is no confirmation here of the report published in Toronto today that right Hon. Mr. Lloyd George, imperial minister of munitions, has called to Ottawa stating that there would be no objection to inserting a fair wage clause in all contracts let by the Ottawa branch of the Imperial Munitions Board. There has been some correspondence however, upon the subject between the Dominion government and the Imperial Minister of Munitions. While no official statement is definite, objection has been raised by the Minister of Munitions to the request of the Dominion Trades and Labor Congress that a fair wage clause be incorporated in all Canadian contracts, but at the same time it has been pointed out that unless the Dominion government would be prepared to appoint officers to prepare wage schedules and see to their enforcement, the adoption of a fair wage clause would have only theoretical value. Officials of the Trades and Labor Congress are now endeavoring to get the government to agree to the working out of some practical plan for the enforcement of a fair wage clause which would cover the three or four hundred factories in which war munitions are now being made. As yet, however, nothing definite has been agreed upon.

PELKY KNOCKED OUT

Tulsa, Okla., Feb. 11.—Carl Morris of Sapulpa, Okla., knocked out Arthur Pelky of Canada in the fifth round to night of their scheduled fifteen round bout. Pelky was floored twice in the fifth round before he was knocked out. The men are heavyweights.

Niagara Falls, N. Y., Feb. 11.—An attempt was made to blow up the Gaiter Electrolytic Alkali Company plant here shortly before midnight. The explosion shattered many windows but failed to damage the foundations. Supt. C. F. Vaughan saw several sticks of dynamite were near the base of one of the walls.

The shell which did the most harm did not penetrate the armor casing, and

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WHERE "E"

Visit to Britain's North Sea Fleet many's Sea Fighting Test of Strength of Speed and Gun

Somewhere in the North Sea, via London, Feb. 11.—Great Britain's first line offensive fleet, an incomparable combination of speed and gun power ready for instant action, was inspected yesterday by a party of French and American correspondents, and a representative of the Associated Press was permitted to view from the bridge of a torpedo boat the navy unit which is expected to meet the first shock of a German attack.

In 400 feet were virtually all the veteran fighting craft which have been in action in this war, but they showed few scars with the exception of an occasional dent in their armor. The pride of the place was held by battle cruisers which in engagements from the Falkland Islands to the Dardanelles have borne the brunt of the sea fighting. Unpopular with officers and men before the war because they were constantly coaling, and never more than cautiously praised by the opponents of the super-dreadnought policy, these huge fighting machines held the premier position in the British navy in which warship speed is now regarded as the first and most important principle of naval strategy.

The correspondents left the naval base under a sunny sky, but on reaching the outlying patrol of torpedo boats found the water covered with a light haze. There was no sea running, however, and the haze was not thick enough to prevent the newspaper men from their comparatively steady platform, seeing that part of the fleet which could be safely brought together, even to a patrol squadron which had rejoined the unit a few hours before the review began.

The Eyes of the Fleet.

As the launch with the visitors' board turned toward the line of battle cruisers against the horizon they could see the "eyes" of the fleet, in the form of a few prowling destroyers, which kept up incessant watch, not only to protect their mighty sisters, from submarine attack, but catch the first view of any adventuresome German warship which might poke its nose into the open North Sea.

Looming through the mist could be seen the giant tripod masts which identified the fleet as including the very latest type of battle cruisers, and from the launch was at the foot of the boarding ladder of a huge battle cruiser which got its baptism of fire at Heligoland Bight and later bore an honorable share in the Dogger Bank action. Before lunch the destroyers were permitted to enter any portion of the ship they chose and those not too heavy got through the trap door in the top of the launch, and occupied themselves chiefly in watching the youthful turret commander operate a huge 13.5 inch gun with the same ease that a man handles a sporting rifle. From the time the launch was at the foot of the boarding ladder of a huge battle cruiser which got its baptism of fire at Heligoland Bight and later bore an honorable share in the Dogger Bank action. Before lunch the destroyers were permitted to enter any portion of the ship they chose and those not too heavy got through the trap door in the top of the launch, and occupied themselves chiefly in watching the youthful turret commander operate a huge 13.5 inch gun with the same ease that a man handles a sporting rifle. From the time the launch was at the foot of the boarding ladder of a huge battle cruiser which got its baptism of fire at Heligoland Bight and later bore an honorable share in the Dogger Bank action. Before lunch the destroyers were permitted to enter any portion of the ship they chose and those not too heavy got through the trap door in the top of the launch, and occupied themselves chiefly in watching the youthful turret commander operate a huge 13.5 inch gun with the same ease that a man handles a sporting rifle.

With the exception of a dent in her forward turret armour and the explosion of an 8-inch shell which probably came from the ill-fated Bluecher, has been replaced. The engine rooms of the Lion showed no sign of the ship ever having been in battle. The turbines looked as if they were just out of the shop.

The officers of the Lion explained that the reason there were so few casualties was due to the fact that the men were so scattered about the ship during the action that an exploding shell was not likely to kill more than one or two at a time.

The tripod masts with the control bridges and crews nest had not been subjected to a severe test as the secondary batteries of the German ships never had been within range, and the big guns devoted their attention to the more vital parts of the ship. A torpedo boat picked up a portion of the party from the Lion and the remainder from the almost equally celebrated Tiger, which looked like a heavy commission ship, despite the many times she is reported to have been sunk.

The officers and crew of the Lion say they still marvel at the little harm done her vital parts by the rain of heavy shells.

The shell which did the most harm did not penetrate the armor casing, and