

FIRST PHASE OF BATTLE OF WOEVRE ENDED, INTEREST CENTRES ON JOFFRE'S NEXT MOVE

BATTLE IN CARPATHIANS DRAWING TO A FINISH

Russians Moving Down Southern Slopes Towards Plains of Hungary—Fight Which Lasted 80 Days Most Fiercely Contested of the War—Capture of Eparges by Allies an Important Incident in Western Campaign

London, April 12.—With the capture by the Russians of almost all the main chain of mountains, the battle of the Carpathians, which has lasted upwards of eighty days, is apparently reaching a termination over one extensive front, and the Russians are said to be moving at various points, by railways and roads and along the rivers and streams down the southern slopes towards the plains of Hungary.

This movement, if it continues successfully, will, in the view of the Russian military authorities, compel the retirement, with little or no fighting, of the Austrians and Germans who are still north of the Carpathians, to the east of Usak Pass, and in Eastern Galicia and Bukovina.

The battle which has been thus successfully conducted by the Russians was, from all accounts, one of the fiercest of the war, and the manner in which the Russians overcame the difficulties of mountain fighting in mid-winter has been the subject of praise by those who witnessed the operations, or are acquainted with the country traversed.

The first phase of the battle of the Woivre also apparently has come to an end, and interest now centres on the next move of General Joffre, the French commander, in his effort to compel the Germans to release their hold on St. Mihiel and that part of the plain of the Woivre included in their wedge. The capture of Les Eparges

was, in the opinion of British military critics, a long step in the direction desired by the allies, but they place even more importance on the advance from Rembliville toward Thioncourt in the south, as the latter town is a railway centre from which the force at St. Mihiel draws its supplies.

This battle has not, as yet, proved the prelude to a general offensive in the west, as was expected. This is probably due to the fact that, instead of moving troops, from other points along the line to assist the army of the Woivre the Germans have brought their reinforcements from the interior of Germany, or perhaps right from the eastern front, and consequently the situation remains comparatively quiet on the western front.

German submarines have again been showing activity, and, besides the Harpaluce, which, according to one member of her crew and the officers of another steamer, was torpedoed, they have attacked, since Saturday night, the British liner Wayfarer, the French steamer Frederic Franck and the little steamer President. The Wayfarer reached Queenstown in a sinking condition; the Franck was towed into Plymouth, and the President was still afloat when her crew of ten left her.

The mystery of the North Sea firing on Wednesday night last remains unsolved, so far as the general public is concerned.

A Good Cackler But a Poor Layer



OLD LIBERAL PARTY "ALL THAT CACKLE, AND NO POLICY EGGS."

Note—While Sir Wilfrid Laurier and the Liberal party opposed and obstructed the Government's war tax proposals on the pretext that the poor man was discriminated against the British Preference interfered with, and the privileged classes protected, they offered no alternative proposition, thereby admitting their inability to formulate any war tax measures which would be more effective.

SPECIAL WAR TAXES EFFECTIVE ON THURSDAY

Go Into Effect After Midnight Wednesday—Some Things to be Remembered.

Ottawa, April 12.—The special war taxes which will apply to the general public in Canada will go into effect immediately after midnight on Wednesday—some things which will be Thursday morning. Much inconvenience, as well as the danger of avoiding a penalty, may be avoided by a knowledge of some of the more important requirements of the law by which the taxes are levied.

The new taxes apply to bank checks, railway, steamship, parlor car and sleeping berth tickets; letters, postcards and all kinds of mail matter, except open letters and circulars; telegraph and cable messages and money orders.

A stamp tax of two cents is required on every check, receipt for money paid to anyone by bank chargeably against a deposit to his or her credit (includes a savings bank receipt), bank draft, money order or travellers' check; and on every promissory note or bill of exchange transferred to the bank so as to make the bank the holder, or lodged with it for collection.

The stamp tax on checks, drafts, etc., must be affixed by the issuer—in the case of a check by the person who draws it; in the case of a draft or money order, etc., by the issuing bank. Stamps on promissory notes or bills of exchange lodged with a transferee to the bank must be affixed by the person lodging the item. Stamps on such items must be cancelled by the bank which pays or receives the item. Stamps on bank drafts and bank money orders are to be cancelled by the paying bank.

Penalty of \$50.

The bank has no authority to affix the stamp to a check, promissory note or bill of exchange for a customer, but may sell stamps for this purpose.

A penalty of \$50 is provided for the person who issues a check or signs a savings bank receipt without affixing a stamp, and of \$100 for the bank which issues any item which should be stamped, without a stamp, or does not cancel the stamp on checks, receipts for money, bills of exchange or promissory notes, etc., when paying them.

The person issuing a check, note or bill must affix the two-cent stamp. The bank will have to cancel. A check must be cancelled at or before the time of payment; a bill or pro-

CAPTAIN OF BRITISH STEAMER DRIVES OFF AN AEROPLANE WITH RIFLE

London, April 12.—"Armed with a rifle, Captain Sharp, of the British steamer Serula, which has arrived here, successfully repulsed an attack made upon his steamer by a large German hydroplane and a small aeroplane of the Noordlander Lightship," says Reuter's Amsterdam correspondent. "The aeroplane first approached the

ship, dropped bombs, which fell into the sea. As it returned to the attack Captain Sharp fired upon it with a rifle, hitting the machine several times and damaging one of its wings. Then the hydroplane took up the attack, but it also was driven off. Captain Sharp says he is convinced the aeroplane was so badly damaged that it was unable to reach Zebrugge."

WILL LIKELY KEEP THE PRINZ EITEL COMPANY

Newport News, April 12.—The German merchant raider Kron Prinz Wilhelm will not be permitted to go into drydock at the shipyards here until Lt. Captain Thierfelder, her commander, makes formal request for time to complete such repairs as he deems necessary to make his vessel seaworthy. Captain Thierfelder told Collector Hamilton tonight he could not do so before tomorrow.

NOVA SCOTIA MAN SERIOUSLY ILL

Ottawa, April 12.—One Canadian casualty is announced today: Fifth Battalion—Seriously Ill Private Keith Alken, acute mastoid. Next of kin, Mrs. R. W. Eaton, Kentville, N. S.

missory note at the time the bill or note is transferred or delivered to the bank.

When the act comes into operation there will, no doubt, be many checks presented at banks that day and probably the next day or two without stamps. If the checks have been bona fide issued prior to the 15th of April no stamps need be affixed. Bank tellers can no doubt tell, with reasonable certainty, when the check has left the maker's hands. If the check left the maker's hands, that is, was issued, before the 15th, no stamp will be required. If, however, the check leaves the maker's hands on or after the 15th, the stamp will be required, no matter what the date on the check is.

PARTISANSHIP FIRST, PATRIOTISM AFTERWARD

Premier Borden Exposes Biased Nature of Minority Report on Boots Inquiry—Liberal Members of Committee Suppressed Reference to Extraordinary Conditions on Salisbury Plain This Year.

Special to The Standard

Ottawa, Ont., April 12.—In scathing language the Prime Minister, speaking at midnight tonight, denounced the partisan nature of the minority report of the boots inquiry. Partisanship had collided with their patriotism and he showed their patriotism had quickly disappeared. "They tell us in their report," said Sir Robert, "that the boots of 1905 and 1910 were not war boots at all and that the first act of mobilization should have been to call a board together to discuss boots. Yet the report shows that it took four years to decide upon a boot. 'Could there be anything more like comic opera?' asked the Premier. These were peace boots, the Liberals had argued. Were the great coats peace coats? Were the guns peace guns? 'I don't wonder,' remarked he, 'that E. M. Macdonald is laughing at his own report.' The member for Pictou was evidently enjoying the game the minority had played. The Premier was not prepared to say that it was the best boot for active service, but it was the best boot they found. The best officers of the department had said they did not want the British boot, but preferred the Canadian boot, and these officers were appointed by the late administration. The boot was also the product of the late government, it was a better boot than was used in South Africa. The Premier demanded to know why the Liberal minority if they had wanted to be fair had suppressed any reference to the extraordinary weather conditions at Valcartier and Salisbury Plains. Yet the boots stood for ten weeks at Salisbury after the worst weather in forty years and after that they were good. The great thing was that almost at a minute's notice they had to undertake to send an army across the Atlantic fully equipped. In six weeks they had 33,000 men away. It would be a strange thing under the conditions at Valcartier and Salisbury Plains if the boots did not give way now and again, but he was glad to say that the result had demonstrated the honor and integrity of the manufacturers of this country.

Sir Robert announced that his government insisted upon every matter being probed to the very bottom and they would continue this to the very end.

Ottawa, April 12.—When the Hoase took up the report on soldiers' boots, Chairman W. S. Middleboro, of the committee, moved the adoption of the report. He referred to the statement issued for this war was not the same as the one used in South Africa. It was not the same boot, but a better one, said Mr. Middleboro, as was to be inferred from the evidence of General Otter, General Hughes and Charles E. Slater, who had declared it to be practically the same pattern, with improvements, and the testimony of Assistant Director of Contracts McCann, that it was a "decidedly better" boot than the South African one.

Mr. Middleboro said the Militia Department, in approving the boot issued to the soldiers this year, had done so only after careful consideration, and with the advantage of the work of the American army boot, which had evolved a lighter boot even than the Canadian pattern. The British boot had been reported on, but had been considered too heavy for Canadian use.

HEAD OF CANADIAN RED CROSS SOCIETY ON WAY TO FRANCE

London, April 12.—Col. G. S. Ryerson of Toronto, president of the Canadian Red Cross, has arrived in London by the Lusitania, and will proceed to France in a few days to inspect the work there.

WOUNDED PATRICIAS ARRIVE IN ENGLAND

London, April 12.—Thirty men of the Patricias, invalided from the front, arrived at Folkestone yesterday. Most of them are suffering from severe attacks of rheumatism. They will be returned to Canada shortly.

Admerson and Sir George Perley had considered boots supplied to the overseas contingents too light and unsuitable for use in active service, had in the partisan nature of the minority report of the boots inquiry. Mr. Murphy said that it had been brought out in evidence that the boot supplied to the soldiers during the present war was not the boot worn in South Africa.

Better Boots Than Those Used in South Africa War.

General Hughes—"It was a better boot. Is the honorable gentleman not aware that the soldiers who went to South Africa found the boots supplied unsatisfactory and purchased the Slater boots themselves?"

Mr. Murphy was not. He concluded with the allegation that the evidence showed mismanagement, indifference, neglect and incapacity on the part of the government and moved the adoption of the report of the minority in a special committee, in lieu of that of the majority.

Mr. Rainville, of Chambly-Verchères contended that the boots supplied to the Canadian soldiers were satisfactory, if one took into account the circumstances under which they were made and issued, and the extraordinary weather conditions under which they were tested at Valcartier and on Salisbury Plain. He said that the departmental board of inquiry had shown the boots to have been well made, of good material, but had objected to the shape and weight of the footwear. It had recommended the use of the British boot, and had, in so doing, raised a most debatable question. Every nation had adopted a different type of military footwear.

Had Already Been Worn Before Returned as Defective

Mr. Rainville said that the Minister of Militia acted promptly when the call had come for troops for the war, and had done his best to equip the men. He had found in the department a pattern shoe which had been adopted by the Laurier government after the experience of the South African war. "In all justice," he continued, "must we not give to the administration of a country which has lived at peace for a hundred years credit for the superhuman energy displayed upon the outbreak of the war. We are within the evidence when we state that a great many of the boots returned as defective had been worn for six or eight weeks and such, we are told by the experts, is the time which a boot may be expected to wear under the exceptional conditions at Valcartier and in other parts of the country. A great many of the boots were repairable, but were not repaired, either through carelessness or from lack of a cobbler. But for that we cannot blame the government."

Mr. E. W. Nesbitt of North Oxford said that the manufacturers had, to a large extent, supplied boots in accordance with the samples and the specifications given them. But the samples were not up to the sealed pattern, and no specifications were given for the first 5,000 pairs of boots purchased. Moreover, there was no proper inspection of the shoes first ordered.

Mr. F. B. McCurdy of Shelburne and Queens, N. S., said that the criticisms of army boots was as old as war itself. It had taken the United States four years to evolve an army boot, and already some people in the trade were setting for a change. If it took the United States four years to decide upon the pattern of the footwear of its soldiers, surely the Militia Department could not be expected to change the type of shoe used by the Canadian forces in a week.

Mr. McCurdy pointed out that Mr. E. W. Nesbitt had agreed with the majority report that the manufacturers had substantially carried out their contracts and stated he hoped this would dispose of the rumors current in the newspapers, which had greatly injured the Canadian boot industry. He stated that the manufacturers had made only moderate profits, only one manufacturer stating that he had a profit over selling expenses. Mr. McCurdy said he had en-

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SUPREME COURT OF APPEALS

April Sittings to Begin Today at Capital—A Lengthy Docket.

Special to The Standard

Fredericton, N. B., April 12.—The Supreme Court of Appeal will open its April session in Fredericton tomorrow. The docket follows:

Crown Paper

1. The King vs. M. M. Dugas, Justice of the Peace, Gloucester county. Ex parte Fred L. Legere.
2. The King vs. E. L. O'Brien, Justice of the Peace, Gloucester county. Ex parte Joseph D. Doucet.
- Mr. J. F. Winslow to show cause against an order nisi to quash conviction. The like. Crown case reserved.
1. The King vs. Abram W. Belyea. Mr. P. J. Hughes to move to quash conviction.

Appeal Paper—County Court

1. Losier vs. Mallay. Mr. R. A. Lawlor, K. C. for defendant to support appeal from Gloucester county court.

Kings Bench Division

1. Robinson vs. MacKenzie.
2. Clark vs. St. Croix Paper Co.
3. Porter vs. O'Connell.
4. Wentzell, admn. Wentzell vs. N. B. and P. E. I. Railway Co.
5. Campbell vs. Pond et al. Mr. H. A. Carr for defendant, to support appeal from verdict entered for plaintiff. Mr. M. N. Cockburn, K. C. for defendant, to support appeal from order of Mr. Justice Barry. Mr. D. Mullin, K. C. for defendant, to move to set aside verdict for plaintiff, and to enter verdict for defendant, or for reduction of damages, or for a new trial. Mr. H. A. Powell, K. C. for defendant, to move to set aside verdict for plaintiff, and to enter verdict for defendant, or for a new trial. Mr. R. B. Hanson, for defendant, to move to set aside verdict for plaintiff and to enter verdict for defendant or for a new trial.

Special

1. St. John and Quebec Railway Co. appellant and Fraser Ltd. respon-

HEAVY RUN OF ICE IN THE ST. JOHN RIVER

Began Before Midnight and River May be Open for Navigation to Fredericton Today.

Special to The Standard.

Fredericton, April 12.—There is heavy run of ice in the St. John river here tonight, starting just before midnight. There has been a big jam of ice at Meductic, the river being clear from above Andover down to that point. This jam may have broken and it is believed that tomorrow the river will be clear of ice for navigation, although this cannot be definitely stated until daylight breaks and the extent of the ice run becomes known. The ice run has been making a great deal of noise tonight, as it crashes against the piers of the bridges, but it is not believed that any damage has been done as the ice was badly honeycombed by recent heavy rains and hot sun of the past few days.

DEATH OF WILLIAM CARLETON.

William Carleton passed away early this morning at his residence, 229 City Road. He was 84 years of age and had been in the custom house for many years. He is survived by three sons, Rev. Chas. P. Carleton, Petersville; Wm. Carleton, New York, and Judge Carleton, Woodstock, and one daughter, Mrs. John Connor, St. John.

dent. Mr. M. G. Teed, K. C. and Mr. A. J. Gregory, K. C. to support appeal from an award made under "The New Brunswick Railway Act."

Chancery Division

1. Sweeney vs. Degraze et al. Mr. N. A. Landry, K. C. for defendant, to support appeal from judgment and decree made by Mr. Justice White.