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WEATHER—UNSETTLED

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ROUMANIANS WIN BRILLIANT VICTORY IN TRANSYLVANIA

AUSTRO-GERMAN FORCES REPULSED

Teuton Hordes Repelled from Roumanian Frontier After Having Lost Much Artillery and Many Guns -- Lines of Enemy Severely Shaken -- Pursuit of Huns in Progress in Jiu Valley.

BRITISH BOMBARD GERMAN LINE IN NEIGHBORHOOD OF HOHENZOLLERN AND LABASSE CANAL—ENEMY SHELL FRONT IN YPRES AREA NEAR THE FAMOUS STUFF AND REGINA TRENCHES.

Bulletin—London, Oct. 31.—The battle that has been in progress in the Szurdok Pass region, on the Roumanian-Transylvanian frontier, has ended in a brilliant victory for the Roumanians, according to a wireless message from Bucharest today. The Austro-German forces, it is declared, have been repulsed from the frontier, after having lost much artillery and many prisoners.

Along the whole front of the Transylvanian Alps, on the northern Roumanian border, the Teutonic lines have been shaken by the Roumanian attack, the despatch adds.

Roumanian Statement.

Bucharest, via London, Oct. 31.—The Roumanians have won further advantages over the Austro-German forces on the Transylvanian front, the war office announced today. In the Jiu Valley pursuit of the Teutons continues. Heavy fighting is in progress east of the Aik.

The statement follows: "Northern and northwestern fronts: From Tulgheș to Biczac the situation is unchanged. At Brotocea a small detachment surprised and repulsed the enemy on Mount Rosca, causing him heavy losses. In a single trench we found two officers and forty men dead. We have occupied Mount Rosca, taking some prisoners and capturing a machine gun and a searchlight. "At Predelut the bombardment slackened. In the Prabhova Valley, and in the region of Dragoslavia, north of Campulung, we repulsed several enemy attacks. To the east of the River Alt (Aluta) the action is proceeding. In the Jiu Valley (region of Vulcan) the pursuit of the enemy continues. At Orsova (on the Danube) the bombardment was less violent.

"Southern front: The situation is unchanged."

How Berlin Explains It.

Berlin, Oct. 31, via London.—The comparatively slow progress of the Austro-German forces since capturing the passes south of Kronstadt, in Transylvania, is explained by the "Tagblatt's" correspondent at that front as due to the fact that the Roumanians occupy strongly fortified positions in the mountains, every peak of which, during the past two years, has been converted into a fortress, with batteries built in at every available spot. Good highways have also been constructed between the different peaks, enabling the Roumanians to reinforce quickly threatened points. Owing to this situation, says the correspondent, the invading forces have found it necessary to execute wide flanking movements over difficult mountains. Nevertheless, they are making steady, though slow progress.

Much "Hostile Shelling."

London, Oct. 31.—The bulletins from British headquarters in France issued tonight read: "Our artillery and trench mortars bombarded the enemy's lines today in the neighborhood of Hohenzollern and Labasse Canal. There was considerable hostile shelling against our front in the Ypres area, at Hebuterne and south of the Ancre, especially around Stuff and Schwaben redoubts and the Regina trench. "Otherwise there is nothing to report."

The following official account of operations on the Macedonian front was issued here today: "With the exception of a sharp patrol action near Kalendra the situation is unchanged. "Our naval airplanes dropped bombs on the railway bridge at Sinistriz, east of Drama, and inflicted damage."

French Statement.

Paris, Oct. 31, via London.—"The day was relatively calm on the whole front," says the bulletin issued by the war office tonight. "Only fairly lively intermittent ar-

GERMAN NEEDY GOT PACKAGES FROM CANADA

Why Great Britain is Prohibiting Sending of Privately Sent Parcels to Prisoners.

Special to The Standard.

Ottawa, Oct. 31.—Discussing the new British order that privately sent parcels to private among prisoners of war in Germany are to be prohibited, Dr. James Robertson, who is in charge of Red Cross work here, and who has just returned from England, said today:

"I heard rumors of this order before I left England, and I believe that the authorities deem it necessary to prevent the duplication of parcels to prisoners of war. Prisoners who were receiving parcels from various sources in generous numbers were not given all that were addressed to them. The extra parcels were appropriated and distributed among the needy in Germany."

"The work of sending parcels to the prisoners of war, as I understood was to be taken over entirely by the British Red Cross, and the order of St. John of Jerusalem, with the exception of the Canadian men, and these are to be cared for through the Canadian Red Cross Society at London."

To Every Prisoner.

"A parcel was to be sent to every prisoner, whether he was receiving food from home or not, so that none of the men would suffer privation needlessly if the home packages failed to arrive. "I believe that this would be a most satisfactory arrangement since the food sent from the Red Cross office or one of the store centres on the continent is calculated to meet the needs of the soldiers as they are known to the army officials, and food sent from home may not be suitable. "The only reason that I can see for allowing the wives and mothers of officers the privilege of sending private parcels, is that there are few of them, and opportunity of acquiring considerable food stuffs for the German public through their extra parcels would be very slight."

"I am sure that the British government would do nothing at this time that would needlessly deprive the prisoners of war or their families of any little comfort they may get from sending or receiving parcels from home, and the only thing that I can do is to warn the friends of prisoners of war to see that the names of the men are on the Red Cross list, both here and in London. "Dr. Robertson's view is the one which is generally accepted amongst militia authorities here."

Expansion of \$29,500,000 in Seven Months—Increase of \$3,750,000 in Past Month.

Special to The Standard.

Ottawa, Oct. 31.—The customs revenue for October amounted to \$11,960,950, an increase of three and three-quarter millions over the same month last year. For the seven months of the fiscal year the total customs revenue was \$82,525,477, an increase of 29½ millions. "Artillery fighting was reported in the regions of Sally and St. Pierre Yaast Wood. "British aircraft bombed important enemy depots at Demer-Hissar. "North of Lake Doiras Italian artillery caught under its fire and dispersed Bulgarian troops in the direction of Akinjall. In the band of the Cerna the Serbians continued to advance. West of Lake Presba we occupied Singierie Monastery. "Bad weather prevails generally, hindering operations."

British Lost Six Drift Net Vessels and Two Other Boats in Raid

Rt. Hon. A. J. Balfour, First Lord of Admiralty, Tells of Recent Fight in English Channel—Believes Two German Torpedo Boat Destroyers were Sunk.

London, Oct. 31.—The loss of six drift net boats, in addition to the sinking of the transport Queen and the torpedo boat destroyer Flirt, in the recent raid by German submarines in the English Channel, was admitted by A. J. Balfour, First Lord of the Admiralty, in the House of Commons today. In answering a number of questions concerning the raid on the channel transport service, the First Lord said that while the raiders had all the advantages that raiders possess in choosing the moment for the attack, in this case it certainly failed.

The only cross-channel steamer to be attacked, Mr. Balfour said, was the empty passenger vessel Queen, and she would have been saved, he added, had the captain realized that she would float six hours after the attack. How Flirt was Lost. The torpedo boat destroyer Flirt, he said, was surprised in the darkness by German destroyers, which fired on her at close range and sank her. The destroyer Nubian, torpedoed while attacking the German squadron, could have been brought to harbor, the First Lord asserted, but for the gale. He

believed that the Nubian can be salvaged. He then admitted that six drift net boats had been lost. "There is ground for thinking," Mr. Balfour declared, "that two German torpedo boat destroyers, after being hit during the action, struck mines and were blown up and probably sunk."

The above is the first intimation from British sources that any ships except the Queen, Flirt and Nubian were damaged in the German torpedo boat raid during the night of October 26-27. The British official statement said that two of the German destroyers had been sunk and the rest driven off. The statement admitted the loss of the Queen, said the Flirt was missing and declared that the Nubian had grounded after being disabled by a torpedo.

The German official statement stated that the raid declared that at least 11 outpost steamers and two or three torpedo boat destroyers or torpedo boats were sunk or damaged by the German squadron. The statement added that the German ships had returned safely to their base without any loss.

NOVA SCOTIAN LOST WHEN VESSELS CLASH Steamer Camden of Eastern Corporation and Schooner Arthur James Collide in Fog in Boston Harbor.

Boston, Oct. 31.—The fishing schooner Arthur James of Gloucester was sunk in a heavy fog off Castle Island tonight in collision with the steamer Camden, bound from this port to Rockland, Maine. Mulasker Hager of Round Bay, N. S., a cook on the schooner, is missing, and is believed to have been drowned. The other members of the crew climbed into a small boat and were picked up.

ATTEMPT ON LIFE OF QUEEN OF ROMANIA? Berlin, by wireless to Sayville, Long Island, Oct. 31.—It is reported that an attempt has been made against the life of Queen Marie, of Roumania. Field Marshal Von Hindenburg, German chief of staff, when asked about the report said: "Attempts of this kind always must be condemned."

This report is the first to reach this side of the Atlantic concerning an attempt to assassinate the Queen of Roumania.

MORE BRITISH AND NORSE SHIPS SUNK Paris, Oct. 31.—A Lisbon despatch says that a German submarine has sunk three Norwegian and British ships. Twenty-seven Norwegians and 23 Italians have been landed at various ports. No further details are contained in the despatch.

Two More Gone. London, Oct. 31.—The Norwegian steamers Falkenell and Tordal have been sunk, says an announcement made by Lloyds, which also reports the sinking of the Greek steamer Massalia. The crew of the Massalia, of 2,186 gross tons, was last reported arriving at Newport, England, on Sept. 26, from Genoa.

Washington, Oct. 31.—The Swiss legation had no information tonight on the reported seizure by British authorities at Falmouth of official despatches carried by Jules Metzger, who arrived in New York today.

UNITED STATES CALLS ON GERMANY FOR INFORMATION

American Embassy at Berlin Instructed to Make Enquiries Concerning Loss of American Citizens on Torpedoed Marina and Rowanmore.

MARINA FIRST VESSEL ON WHICH CITIZENS OF UNITED STATES HAVE BEEN LOST IN WAR ZONE SINCE SINKING OF SUSSEX.

Washington, Oct. 31.—Germany has been asked to furnish the United States with any information the imperial government may have concerning the sinking by submarines of the British steamers Marina and Rowanmore. The request was forwarded, it became known tonight, through the American embassy at Berlin.

It is understood the state department took this step without waiting for full reports from British sources and survivors of the ships, because it would be considered desirable to assemble, at the earliest possible moment, complete information, particularly regarding the Marina, on which several American horse tenders apparently lost their lives. The request is informal, and is intended in no sense as an intimation that German submarines have violated international law or the pledges of the German government to the United States.

Without Warning. While the Marina is the first vessel on which American lives have been lost in the war zone since the Sussex, and all reports, so far, have said she was attacked without warning, there was no evident reason over the case today in government circles. Officials continued to be optimistic, apparently in the belief that final accounts would show that the steamer lost her immunity as a merchantman by flight, or by attempting a counter-attack. As to the Rowanmore, which admittedly sought, desperately, to escape, there seemed to be but one point to clear up—whether the submarine actually fired upon boats leaving the ship, as alleged by survivors. Virtually no information about either case was given out by the state department during the day. Secretary Lansing, who is handling the situation personally, declined to say anything further than that his information still was incomplete, but some reports had come from London during the day, and that the affidavits of survivors would be called to the department as soon as they could be taken.

Discussion of the Marina and Rowanmore cases today developed the fact that the state department never has learned what punishment was imposed by Germany upon the submarine commander who sank the Sussex, although Ambassador Gerard was instructed, some time ago, to make inquiries on the subject. A department official said this was one of the subjects that would be taken up with the ambassador when he called, before starting on the return trip to Berlin, after his vacation.

TORPEDOED WITHOUT WARNING American Survivors who Arrived at Bearhaven, Ireland, Last Night, Made Charge.

Dublin, Oct. 31, via London, Nov. 1.—The British steamer Marina was torpedoed without warning, according to a statement made by American survivors of the vessel who arrived here tonight from Bearhaven. The survivors declared, in a statement to the Associated Press, that two torpedoes were fired at the Marina, and that the submarine watched the boats containing the survivors for half an hour without offering assistance.

Twenty-eight American survivors of the steamer arrived at the Seaman's Home here tonight from Bearhaven. In the statement to the Associated Press they said: "We reached safety after more than thirty hours in a rough sea in an open boat. Captain Brown was last seen lowering himself to a raft. "The Marina, with a cargo of whiskey from Glasgow to Baltimore, was struck by a torpedo without warning on the starboard side off Skelligs Rock at 4:14 o'clock Saturday morning, and sank in a few minutes. A second torpedo struck the port side of the vessel about ten minutes after the first. "All Americans aboard were members of the crew except one, a passenger named Middleton, of Frederickburg, who was drowned, and two stowaways, who also were drowned. "The submarine watched our boats for half an hour and offered no assistance."

WILL REMOVE ENEMIES FROM THE PEERAGE London, Oct. 31.—Premier Asquith in reply to a question from Arthur Lynch that the government would introduce a bill providing for the removal from the peerage of "those members of the House of Lords, for instance, German princes, who are now in arms against the Allies."

GOVERNMENT INTERVENES IN STREET RAILWAY STRIKE Paris, Oct. 31.—The government has decided to intervene in the strike of the suburban street railways employees, which began last week. The government may operate the lines. The strike threatens to spread to other transport services.

HALIFAX CATHEDRAL TO BE CONSECRATED TODAY Special to The Standard. Halifax, Oct. 31.—The new Anglican cathedral of All Saints here will be consecrated today with imposing ceremonies. Most Rev. Clare M. Worrell, archbishop of Nova Scotia; Rt. Rev. Frederic Courtney of New York, formerly bishop of this diocese; Rt. Rev. Lennox Williams, lord bishop of Quebec, other prelates and many priests will participate. The dedication sermon will be preached by Bishop Williams.

ALL ENGLISH CARGOES TO BE CONTRABAND Copenhagen, Oct. 31.—A despatch from Friedrichshaven to the Berlinische Tidende says that the captain of the Norwegian steamer Stambeset, who was taken to Friedrichshaven with the members of his crew yesterday, reports that the commander of the German submarine which sank his vessel told him that all cargoes for England would be treated as contraband in future.