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BRITISH ADVANCE POSTS; THE FRENCH BEAT BACK THE ENEMY

Men in Khaki Improve Positions Gained on Sunday—Heavy Attacks on Joffre's Troops Fail—Another Russian General Becomes Famous

London, July 31.—A British statement says: "Last night was spent in improving the positions gained yesterday. There were no further developments in the situation. "As the result of local encounters we advanced our posts at some points on the plateau north of Bazentin-Le-Petit." Paris, July 31.—North of the Somme last evening and last night the Germans redoubled their counter-attacks between Ham Wood and Monaca Farm, says an official statement issued this afternoon by the French war department. The struggle was especially severe round Monaca Farm, where the Germans got a footing for a moment, but were immediately driven back. At Ham Wood all the German assaults were repulsed by French counter-attacks. At the same time the French batteries on the left bank of the Somme enfiladed the German troops, inflicting great losses. On the left bank of the Meuse, in the Verdun sector, a German attack on the northern side of Hill 304 failed. On the right bank of the Meuse the French progressed slightly in the region south of Fleury.

RUSSIAN SUCCESS. Petrograd, July 31.—In the region of Brody, on the Volynian and Galician frontier, Russian troops are repulsing the Austro-German armies. This was officially announced here today. They have reached the Rivers Graberki and Serch.

ANOTHER RUSSIAN GENERAL FAMOUS. London, July 31.—In a summary of the work done by the Russian army of General Kaledin during the last few weeks, the Times' Latak correspondent declares that the achievements of this army of Russian forces are "the most important performed by a single army since the beginning of the war."

A few weeks after taking command of this force, General Kaledin advanced forty-seven miles, and then, against the heaviest concentrations of German troops, he held the line. "The enemy," the writer concludes, "is concentrating troops at Kovle, and battle is developing into one of the fiercest of the war. The Russian losses thus far have been incredibly small." **TURKS ARE ON WAY TO GALICIA.** Sofia, July 31.—The first train-load of Turkish soldiers passed through the Bulgarian capital today, bound for the Galician front. Despatches from Switzerland on Saturday said that a Turkish army, estimated at 70,000 strong, was being concentrated on the Hungarian plains for the defense of Hungary against a Russian invasion.

SERBIANS ARE WINNING. London, July 31.—Special despatches from Saloniki say that Serbian successes on the Greek frontier continue and that the Serbians are encroaching on a line only 800 yards from the frontier. On Thursday a large force of Bulgarians attacked the Serbian positions to the north of Strupits but a powerful counter-attack routed them and the Bulgarians fled in disorder, leaving many dead, together with considerable quantities of material. One correspondent says: "All the Bulgarians who had come down into the plain from the mountains along which the frontier lies have been driven up into the hills again, and most of the ridges are now occupied by Serbians. It is expected that the Serbians in a few days will be in possession of all the positions they need along the whole line. Moreover, they have gained what they sought in small cost."

GETTING MONEY BY FALSE PRETENCES IS CHARGED. To have an individual call at his place of business and after looking over his stock, give him the impression that he was going to purchase a silver tea set and suddenly ask for the change of a dollar and have it politely handed him, and then have this same individual insult him and finally leave the store, taking the dollar with him, was the experience of John Begg on Saturday afternoon.

Donald Sharp called at his place of business in Brussels street, St. John, N. B., when in the act of purchasing a silver tea set, worth in the vicinity of \$15, asked the shopkeeper to change a dollar. The police were called and Sgt. Rankine arrested Sharp and laid the charge of getting money under false pretences against him. This morning in the police court Sharp pleaded guilty to drunkenness, but said he never saw the complainant in his life. Evidence was taken and the prisoner was remanded.

FUNERALS. The funeral of Mrs. Catherine Saunders of Gouda Point, took place on Saturday afternoon. Services were conducted by Rev. Mr. Porter and interment was made in the family lot in the Baptist burying ground at Gouda Point.

The funeral of Harry S. Anthony, who was drowned at Leduc and whose body was brought here for burial, took place this morning from the mortuary chambers of N. W. Brennan. Services were conducted by Rev. G. N. Somers and interment was made in Fernhill.

C.P.R. PASSENGER STATION WHERE LONG WHARF STANDS

This One of Several Bits of News at Council Meeting

ANOTHER HARBOR WHARF

Matters Come Out at Conference With I. C. R. Officers Over Elevator Site—Board of Trade Council Now Favors Water Street

The proposed plans for the grain elevator to be built here by the Canadian Government Railways were discussed at length at a committee meeting of the common council at noon today. Mayor Hayes presided and all the commissioners were present. J. K. McNeill, general superintendent, and W. A. Duff, bridge engineer, of the government railways, were present to explain the plans and answer questions, in an effort to secure the consent of the council. No decision was reached this morning, only Commissioners Russell and Wigmore expressing their approval of the plans, and the commissioners and the railway men are to inspect the various sites this afternoon. An interesting development was the receipt of a resolution from the council of the Board of Trade expressing their approval of the plans and urging immediate construction of the elevator.

The plans submitted today showed the elevator located so as not to encroach on Water street, this requiring the return tracks to be run underneath the pier. Reference to the future of the water street wharf and when this was brought into question Commissioner Russell said he understood that both the E. S. S. Company and the D. A. R. would be using the Long Wharf at the head of the harbor before the elevator was built.

Reference to the possibility of using the Long Wharf site for the elevator elicited the information that this would conflict with the C. P. R. plans for a new passenger station at the place.

The plans presented to the council also showed a new wharf which is to be built some time in the future from Reed's Point, southward, in front of the old I. C. R. trestle at the mouth of Lower Cove slip.

The railway men were firm in their stand that the Water street site was the only one available for the elevator. The mayor reported on a conference which had been held on last Thursday by himself, the commissioner of harbors, representatives of the Board of Trade, I. C. R. officials and Hon. J. D. Hazen. He said that the plans for the new I. C. R. elevator had been discussed and the council and the Board of Trade had been asked to give further consideration to their opposition to the Water street site.

Plans showing the proposed elevator rail connections were laid on the table and Mr. McNeill and Mr. Duff were introduced to the council to explain the proposition.

If this calls for the use of the Water street site, there is no way of looking at the plans," said Commissioner McNeill. "Why don't you use the Long Wharf site?"

Mr. McNeill—"Other railway plans make it impossible to build at that site, and this is the only one available."

Commissioner McLellan—"I would have to be satisfied that the Long Wharf is not being held merely as a terminus for the C. P. R. by service."

Mr. Duff—"That would not affect us. Nobody is backing us harder than the C. P. R. and there is no road we are fighting harder than the C. P. R. is."

Mr. McNeill—"In other words, there is no collusion between the C. P. R. and the government railways."

Commissioner McLellan explained his objections to the Water street site, chiefly on the grounds that it might lead eventually to closing Water street to vehicular traffic, and also to the bad effect on the rest of the peninsula on which the bulk of the city's residential and business properties are located.

Mr. McNeill—"This is a business proposition. You need an elevator here and there is none. All the apparent sites have been investigated and all the others rejected as unavailable. We come to the city for your permission and co-operation. The city is growing and sacrifices must be made in some ways to permit development in others. The same thing must be faced in all growing cities. We must keep in mind the big idea, the need of an elevator."

The mayor—"It seems a peculiar place for an elevator which would look for its traffic to the transcontinental railway which is to enter the city from the west side. The traffic will have to cross the bridge and make a complete circuit of the city before reaching the terminal facilities to be limited as much as possible to their present districts and operation."

Commissioner Fisher added that no adequate explanation has been given of the reasons for not making use of Courtney Bay. Mr. Gutelius seemed to treat Courtney Bay very lightly.

(Continued on page 2, sixth column)



Like Battle In New York Harbor

Blazing Ammunition Barges Bombard Statue of Liberty and Immigration Station—Loss High in Millions, Perhaps Many Lives

New York, July 31.—Two men are under arrest on warrants charging them with manslaughter in indirectly causing the death of one of the victims of a terrible explosion of ammunition on Black Tom pier early yesterday morning. Several investigations were commenced today, to discover the origin of the fire, which caused the awful explosion that destroyed \$2,000,000 worth of ammunition, eighty-five freight cars, set blazing ammunition barges adrift to bombard the Statue of Liberty and the Ellis Island immigration station with shells and shrapnel, and shattered windows all over New York and Jersey City.

New York, July 31.—The Jersey City police have added to the list of dead, Cornelius J. Lescaze, chief of the Lehigh Valley Railroad police. He had been missing since the explosion occurred.

THE IRISH SITUATION London, July 31.—The Irish situation was again brought to the front in parliament today by a motion introduced by John Dillon, urging the government to disclose its plans for the government of Ireland during the war.

It is expected that Premier Asquith will announce his plans for a temporary Irish executive. He has promised Timothy Healy that he would deal with the question of the recent offices of the lord lieutenant and chief secretary's motion. There is a report that Lord Wimborne, a Unionist appointed as temporary chief secretary, will resign his office.

A member of parliament, mentioned for the latter office.

EXPLOSION IN THE PLANT OF "THE MENACE" Springfield, Mo., July 30.—Three bombs exploded beneath the floor of the Menace Publishing Company plant at Aurora, Mo., at 1:45 o'clock yesterday morning, slightly damaged the plant and set fire to a mass of copies of the Menace, an anti-Catholic publication, just off the press. The flames were soon extinguished.

AUSTRIAN EMPEROR REPORTED VERY ILL London, July 31.—Emperor Francis Joseph of Austria caught a severe chill while inspecting his troops, says a Vienna despatch. His Majesty is described as being very ill and confined to his bed.

WEATHER REPORT Issued by Authority of the Department of Marine and Fisheries, R. F. Stupart, director, meteorological service.

Fair and warm. Fresh southwest winds, warm with occasional showers; Tuesday, fresh west and northwest winds, fair and warm.

New England—Partly cloudy tonight and Tuesday; probably local thunder storms, moderate west and northwest winds.

BRITISH CHARGE IN SWELTERING HEAT

Rush to Attack to Avenge Murder of Capt. Fryatt—Fearful Carnage Among the Enemy

With the British army in the field, July 30.—(Via London, July 31.)—French and British soldiers made today's attack in sweltering mid-summer heat. The first real hot wave of the season struck northern France last night and this morning, British and French infantry co-operated in an action north of the Somme, in front of Guillemont and Maurepas. For the last few days the one word on everybody's tongue has been visibility, which has come into universal use since Admiral Jellicoe's first fleet despatch. Formerly artillery men spoke of good and bad light. Persistent bad light or low visibility, which did not permit the gunners to register the targets, had delayed any important infantry action. Yesterday the light became better as the heat, great tropic and offensive operations were renewed.

Perspiration made white water courses in the dust of the men's faces today, and their eyes looked out through masks so thick that their faces seemed to be covered with some kind of armor. Motor trucks passed like phantoms in thick clouds on the road.

Gunners, stripped to their skin, kept on serving their guns at top speed. Breathing came hard in the mixture of dust and shell smoke.

Soldiers who reached Guillemont spoke of the fearful carnage among the Germans from the British gunfire, owing to the masses of German concentrated under the British bombardment before the infantry attacks. They said they could hear the moans of the German wounded for water. With the news of the shooting of Captain Fryatt fresh in their minds, the British went into the charge in a fury, swearing they would avenge his murder.

HAMILTON SHORT OF WATER Hydro Plant Damaged by Fire and Western Ontario Plunged Into Darkness

Hamilton, Ont., July 31.—The explosion of a switch in the hydro's big transforming station at Dundas, a little after seven o'clock last night started a fire which destroyed a third of the plant and plunged Western Ontario into darkness at three o'clock this morning. At the local hydro-office it was said that the full service would likely be restored by tonight, and it was hoped to secure a partial supply of power by noon. In the meantime factories dependent upon the Niagara juice are tied up and water-works plants had to resort to steam pumps.

Hamilton's chief concern is about its water supply. The steam pumps were immediately started when the power failed, but they pump only 18,000,000 gallons as against the electric pump which pumps 24,000,000. The average daily consumption is more than 16,000,000 gallons.

The city made a strong appeal to all the large industries to curtail the use of water as much as possible, and all street and lawn sprinkling has been stopped.

BRAKEMAN IS CRUSHED TO DEATH IN SHELBOURNE Shelbourne, N. S., July 31.—A sad accident happened in this town a little before five o'clock this morning, when A. P. Freeman, a brakeman on the Shelbourne-Yarmouth freight train, was instantly killed. The train was to leave here at five o'clock for Yarmouth. The work of making the train up was about completed, and as it was about coming to a stop just to the west of the station, when Freeman stepped in between two of the cars and took hold of the air hose. When the cars came together they crushed him in his head. He leaves wife and two children in Liverpool. An inquest will be held tomorrow morning at seven o'clock, having been put off till then so that the train men who went to Yarmouth with the train can testify.

COMING BACK TO ST. JOHN W. B. Brown, formerly assistant superintendent of the Atlantic Division of the C.P.R. with headquarters in this city, and who was transferred to a similar position in Montreal in 1914, will return to this city as city service agent.

He is succeeding E. J. Worth, who has been transferred to the eastern division with headquarters in Ottawa. Mr. Brown is expected to arrive in the city in a day or two to take over his new duties.

HEAVY RAIN PUTS OUT THE ONTARIO FIRES; SO FAR 184 BODIES ARE RECOVERED Toronto, July 31.—A message received by the department of mines and forests states that the fires in northern Ontario have been entirely quenched by heavy rains. All fires are out.

Montreal, July 31.—A C. P. R. Telegraph Company dispatch from North Bay, says thirty-seven more bodies have been recovered at Nushka and six at Cochrane, making 184 bodies accounted for up to 9 a.m. The railway expects to get bridges and trains through about noon today. Relief work is reported to be well in hand.

The burned area covers a wide extent on the National Transcontinental Railway and the T. & N. O. Railway, it being 115 miles from Englehart to Cochrane and 135 miles from Abitibi to Hearst.

Ottawa, July 31.—The dominion government will co-operate in every way possible with the provincial authorities in relief of the fire swept districts of northern Ontario. A federal grant of aid of the sufferers may be anticipated. Orders have been given for a supply of

militia tents and equipment to meet urgent requirements.

The railway department is advised that despite the heavy losses at Cochrane generally, the Transcontinental and Temiskaming Railway terminals have largely escaped save for 400 feet of bridge and that no lives have been lost there. Hon. Dr. Reid, acting minister of railways, last night urged the railway authorities at Cochrane to place all buildings, cars and similar accommodation at the disposal of the unfortunate.

The internment camps at Kapuskasing and Spirit Lake have apparently escaped and the government will use the buildings to house the homeless from the fire.

Montreal, July 31.—The Abitibi Power and Paper Company stated this morning that their plant and timber lands, etc., in the fire zone were safe. At Ironquits Falls, where the mills are located, twenty houses were burned and seven lives lost. The fire was checked in the range of their property by last night's heavy rains.