

THE WEATHER.  
Maritime—Northwesterly winds,  
fair today, showers in some  
localities by Wednesday.

# The St. John Standard,

NEW BRUNSWICK, CANADA.

OPERA HOUSE  
TODAY MATINEE 2.30  
TONIGHT 8.15  
Feldman and Christie Musical Co.  
In "MISS NEW YORK, JR."

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## GERMANS AGAIN FAIL IN DESPERATE DRIVE AT FRENCH LINE NEAR VERDUN

### GERMANS THROW MASSES OF INFANTRY AGAINST FRENCH ONLY TO BE DRIVEN BACK

French Curtain of Fire an Impenetrable Barrier Between Huns and Coveted Ground—After Days of Bombardment Enemy Launched One of Fiercest Drives of Verdun Fight but to No Avail.

Another determined attempt by the Germans to break through the French lines northwest of Verdun has resulted in failure, and with heavy losses to the Germans.

After days of intense artillery preparation for another effort to lessen the six miles still between them and the Paris-Verdun railway, and the nine miles still between them and Verdun, the Germans launched a great infantry attack on the Haucourt-Bethincourt sector. In successive waves the Germans were thrown into the fray, but all of their attempts were put down by the curtain of fire of the French guns, and volleys from the rifles of the French infantry.

There is still an intermittent bombardment going on northeast of Verdun, and in the Woëvre region the French have been shelling German positions. In the Argonne they are giving the German lines no rest, while in the Vosges the artillery action has been marked on both sides.

On the British front, in the St. Eloi sector, the Germans opened a heavy artillery fire on the British forces holding the ground gained by them Monday. The British artillery replied effectively, and, according to the British official statement, these positions are still in the hands of the British.

In the Poziary region of the Russian front Berlin reports that the onslaughts of the Russians against the German lines have been held, and that the attacking forces have suffered heavy casualties. An official despatch from Berlin says the Russians have attacked, in their new offensive, with sixty divisions over a front of 120 kilometres, and that their losses have not been less than 80,000 men.

Heavy Italian bombardments of Austrian positions on the Dobrodo heights and along the Isonzo continue.

A German air squadron has dropped bombs on the harbor works at Saloniki, and the Entente Allied encampment north of Saloniki.

A German destroyer has been rammed and sunk by the British light cruiser Cleopatra. There were no German survivors.

The American government, through its ambassador at Berlin, has asked the German government if its submarines were responsible for the damage sustained by the cross-channel steamer Sussex and the sinking of the British steamer Englishman.

Two additional steamers have been sunk to the bottom, the Eagle Point, a British vessel, presumably by a torpedo, and the Harriet, a Danish vessel, by a mine. The crews of both vessels were saved.

French Curtain of Fire Again Turns The Trick.

Paris, March 28 (10.30 p. m.)—A bombardment of great violence against the French positions from Avoncourt to Bethincourt, west of the Meuse, was followed this afternoon by a German attack, which was launched against the Haucourt-Malanconourt front, in successive waves. It was repulsed with heavy losses, according to the official statement issued by the French war office tonight.

The text of the statement follows: "In the Argonne our artillery continued active against the enemy organizations north of Houyette, in the sector of La Fontaine Aux Charnes, and Haute Chevauchee, as well as in Eastern Argonne.

"Our fire, directed on an enemy battery in the Montfaucou wood, caused a violent explosion.

"West of the Meuse the bombardment was resumed, with violence in the course of the day against our positions extending from Avoncourt to Bethincourt. About three o'clock the Germans launched a powerful attack against our Haucourt-Malanconourt front. The successive waves of the assault were all repulsed with heavy losses by our curtain of fire, and the fire of the infantry.

"Our second line east of the Meuse has been bombarded.

"In the Woëvre our artillery concentrated its fire on visible points of the enemy front.

"In the Vosges the artillery action was quite spirited in the region of Stosswiler, Mühlbach and Hartmanns-Wellerkopf."

The Belgian official communication says there is nothing particular to report.

### PARIS CONFERENCE AFFIRMS SOLIDARITY OF ALLIES AND DETERMINATION TO WIN

Paris, March 28, 9.40 p. m.—The conference of the Entente Allies, which ended today, adopted the following resolutions just prior to adjournment: "The representative of the Allied governments, in conference at Paris, March 27 and 28, 1916, affirm the complete community of views and solidarity of the Allies. They confirm all the measures taken to realize unity of action on unity of front.

"They understand by that, at the same time, unity of military action, assured by the Entente, concluded between the general staffs; unity of economic action, the organization of which the present conference has regulated, and unity of diplomatic action, which is guaranteed by their unshaken will to continue the struggle to victory for the common cause.

"The Allied governments decide to put into practice in the economic domain their solidarity of views and interests. They charge the economic conference, which is to be held shortly at Paris, to propose for them appropriate measures for the realization of this solidarity.

"With a view to strengthen, coordinate and unify the diplomatic action to be exercised to prevent the revivalling of the enemy, the conference has decided to establish at Paris a permanent committee, in which all the Allies will be represented.

"The conference has decided: First, to continue the organization, already begun, at London, of an international central bureau of freights; secondly, to proceed in common, and with the briefest delay, to seek practical means to apportion equitably between the Allied nations the charges for maritime transportation and check the rise in freight rates.

### ATTEMPT TO HOLD UP WORK ON MUNITIONS

Leaders of Clyde Workers' Committee Promoted Strikes.

LIABLE TO CHARGE OF HIGH TREASON.

Object Was to Compel Government to Repeal Munitions of War and Military Service Acts.

London, Mar. 28.—Dr. Christopher Addison, parliamentary under-secretary for munitions, revealed to the House of Commons today a grave condition of strike promotion and what he described as a deliberate, organized policy of holding up munitions of war which, in the opinion of Sir Edward Carson, who followed him in the debate, might justify the men involved being charged with high treason for assisting the King's enemies.

James Henry Thomas, Labor member of parliament for Derby, and assistant general secretary of the Amalgamated Society of Railway Servants, also spoke, demanding, as a responsible trades union leader, that the men should be put on trial.

The announcement by Dr. Addison, which brought out these opinions, was that six leaders of a body called Clyde Workers' Committee, which had been attempting to foment strikes among munition workers on the Clyde, had been removed from the district by the military authorities. In making the announcement Dr. Addison added that the committee had, in particular, attempted to stop work in factories where large guns were being made, and in five cases had succeeded. The strikes bore no relation to industrial conditions, he said, and were denounced by trades union leaders. The object of the committee, he explained, was to compel the government to repeal the Munitions of War and Military Service Acts, and to withdraw all limitations upon increases of pay, strikes and freedom of action without government control.

Dr. Addison explained further that the trouble arose on March 17, in one case 1,000 men having been brought out, and from that time on a series of strikes had occurred under a systematic plan. Finally, the minister of munitions had requested the military authorities to remove the delinquents under the Defence of the Realm Act.

The government, Dr. Addison added, had the support of a majority of the munition workers, and he was confident that it might rely upon the support of parliament and the nation, if it became necessary to put into force the full powers of the executive to maintain the production of munitions to the fullest extent.

DUKE OF WESTMINSTER AWARDED DISTINGUISHED SERVICE ORDER

London, March 28, 9.30 p. m.—The Duke of Westminster has been awarded the Distinguished Service Order for

### THREE PROPOSALS ON THE VALLEY RAILWAY MATTER BEFORE CITIZENS' MEETING

Adjournment Taken Before Any is Voted on and Discussion Will be Resumed on Friday Evening in Board of Trade Rooms.

Percy W. Thomson, Speaking from the Business Man's Standpoint, Makes Strong and Comprehensive Argument in Favor of the West Side Route—in Best Interests of Port and Entire Province—An Interesting and Largely Attended Session.

The meeting of citizens held in the Board of Trade rooms, last evening, under the auspices of that body, for the purpose of considering the Valley Railway question, with particular reference to the proposed change of route, heard two resolutions submitted and explained and a third resolution read, but before it could be explained or seconded the suggestion was made that an adjournment should be taken until Friday evening. This was adopted. It was felt that as there would be much discussion on all three proposals another evening could be profitably given to the subject, and the motion to adjourn was adopted without a dissenting voice.

The first proposal, submitted after A. H. Wetmore had read the report of the committee appointed to interview the government at Frederickton, and W. F. Burditt had explained at length the steps the board had already taken in regard to Valley Railway matters since the line was first suggested, was a resolution moved by A. O. Skinner and seconded by Mr. Wetmore, placing the board on record as in favor of the original route. This view was upheld by the mover and seconder and W. E. Foster.

The amendment was moved by Percy W. Thomson and seconded by R. B. Emerson. It was equally strong in favor of the west side route. Mr. Thomson in his remarks went carefully into all the phases of the question, outlined from the standpoint of a business man the advantages of the west side route in facility of traffic, possible earnings and economy of construction as compared with the expensive and hazardous proposal to bridge the St. John and Kennebec rivers. At the close of his excellent address Mr. Thomson was greeted with a round of applause, and it is the opinion of quite a number who heard him that if a vote had been taken then, his motion would have carried by an unmistakable majority.

The third proposal was made by W. Frank Hatheway and advocated postponing action on either route until more information had been obtained regarding the crossings of the rivers. Mr. Hatheway suggested that this information should be secured by an independent engineer to be engaged by the city of St. John, who would take complete soundings and bearings of the three crossings mentioned. Mr. Hatheway read his resolution, but before he could explain it or before it was seconded the suggestion to adjourn was made and carried.

The discussion on both sides was fair and devoid of political color. This was particularly requested by the president on opening and emphasized by several of the speakers.

An interesting little exchange came while the secretary was reading a letter from A. M. Bouillon, engineer of the G. T. P., favoring the east side route. Evidently this letter had been secured specially for the meeting for it bore the date of March 25th, 1916, and had been written in reply to a request from President Likely of the Board of Trade.

As the secretary proceeded to read Mr. Bouillon's reasons for advocating an entrance to St. John by the eastern route, W. B. Tennant asked if Mr. Bouillon did not own land in the vicinity which would be affected? In reply, Mr. Armstrong read a second letter from Mr. Bouillon to the effect that while he was interested in land there which he expected shortly to place on the market, as a real estate sub-division, this fact had no bearing on his preference for the route as he had advocated it long before he had any personal interest there and it was the route favored by his company.

He was in command of an armored car section, which dashed into the Benoit's camp, 25 miles west of Sullim, shooting down the gunners, scattering the hostile force and rescuing ninety shipwrecked sailors, who had landed on the Cyprean coast and had been seized by the tribesmen.

### SAILED FROM THIS PORT, SUNK BY SUBMARINE

British Steamer Eagle Point Torpedoed—Last Record Shows Arrival Here—Danish Ship Sunk.

London, March 28, 9.25 p. m.—The British steamer Eagle Point has been sunk, according to Lloyd's. The crew was saved.

The Eagle Point was a vessel of 5,222 tons gross, and was built in 1906. She was owned by the Norfolk and North American Steamship Company, of West Hartlepool. The last record of the steamer shows her arrival at St. John March 2.

Another Danish Steamer.

London, March 28, 9.45 p. m.—The crew of the Danish steamer Harriet, of Copenhagen, has been landed at Harwich, according to a despatch to Lloyd's. The captain of the vessel reports that she struck a mine.

The Harriet was a vessel of 1,392 tons.

### WASHINGTON IN QUANDARY

As to Course to Follow Should Berlin, Despite Proof, Deny Sinking of the Sussex and Englishman.

Washington, March 28.—Secretary of State Lansing, with the approval of President Wilson, has instructed Ambassador Gerard to inquire of Germany whether any of its submarines torpedoed the British channel steamer Sussex, upon which twenty-five American citizens were travelling, or the British horse ship Englishman, which went down with the loss of one American life.

As the situation now stands, the United States has no conclusive proof that a submarine attacked either ship, but all evidence at hand indicates that both were torpedoed without warning. At this time it is made clear no action has been taken which in any sense might be construed as a demand or protest.

The general situation was still further complicated tonight with the receipt of a despatch from Consul Frost, at Queenstown, announcing that the British steamer Manchester Engineer had been torpedoed without warning. Two negro American citizens who were aboard were rescued. Further information, which the consul said he was forwarding, will be awaited before the department undertakes to consider this case.

Among high officials of the administration there appears to be a difference of opinion regarding the course the United States should pursue, should Germany deny responsibility for the attacks, and the American government finds convincing evidence that they were the work of German submarines. Some officials believe that in such circumstances the acquittal of offences against the Unit-

### GERMANY LOST DESTROYER IN ENCOUNTER WITH BRITISH IN NORTH SEA ON SUNDAY

Was Rammed and Sunk by British Cruiser—All British Ships Have Returned, Except the Medusa which, as was Feared, was Sunk in Collision.

London, March 28, 6.30 p. m.—Official announcement was made today that in the recent engagement off the German coast a British cruiser rammed and sank a German destroyer.

An official German statement of yesterday told of the loss of a German torpedo boat during the encounter off the North Frisian coast. The statement said two armed fishing steamers had been sunk, and that one torpedo boat had failed to return. The British lost three seaplanes, and a British destroyer is believed to have been sunk.

The announcement follows: "All the ships employed in the operations off the German coast have now returned to their ports except the Medusa, which ship, as was feared, was sunk after all her crew had been taken off in very bad weather by a destroyer, Lascos, without any casualties, as a fine piece of seamanship.

"Our destroyers, while dealing with enemy patrol vessels, were themselves attacked by enemy aircraft. They received no damage of any kind.

"The following prisoners were rescued from the enemy patrol boats which were previously reported sunk: by our ships, viz: Four from the Otter, Rudolph, sixteen from the trawler Braunschweig.

"On Saturday night a division of German destroyers was encountered by our light cruisers. One of these destroyers was rammed and sunk by H. M. S. Cleopatra. None of her crew were saved."

### PROVINCIAL ELECTIONS IN NOVA SCOTIA

Murray Government to Appeal to People Not Later than June—Strong Conservative Ticket Chosen in Halifax.

Special to The Standard.

Halifax, N. S., Mar. 28.—The Nova Scotia provincial elections will take place not later than June next when the Murray government will appeal to the people after five years of the present term of parliament and after thirty-four years of power for the Liberal party in this province.

The first of the conventions to nominate for the Conservative opposition was held this evening when delegates from all over the county of Halifax and the city met and selected five candidates.

It was the largest provincial convention in the history of the party, every section being represented. Mayor Martin of Halifax presided. The convention unanimously nominated as its standard bearers Hector McInnes, K. C., of Halifax, Ex-Mayor F. P. Bligh, of Halifax, Mayor E. F. Williams of Dartmouth, John W. Regan and Felix P. Quinn of Halifax.

The ticket is considered to be particularly strong.

Mr. McInnes at first declined to accept because of pressure of business, but he yielded at last to the persistent appeals of the Conservative party to allow his name to go into nomination. Mr. McInnes and the others named, in brief speeches, accepted the nomination.

C. E. Tanner, leader of the opposition in the provincial house, and other members of the opposition in the House of Assembly, were heard in brief speeches.

The total membership in the present House of Assembly is thirty-eight, of which fourteen are in the opposition. The house after the forthcoming elections will have an increased membership, Halifax city and county, for instance, will be called on to elect five members instead of three as in the past.

### PORTLANDS WIN SERIES

Montreal, Mar. 28.—Portland won from the Canadians tonight in the fourth game for the Stanley Cup, emblematic of the world's hockey championship, the score being six to five.

The fifth and deciding game will be played Thursday night at the Montreal arena, the scene of all the contests between Portland and Canadians in the present series.

ed States would justify the severance of diplomatic relations. Others do not feel that such action would be justified.

Colonel E. H. House, the President's closest adviser, arrived in Washington late today and immediately went to the White House. He is giving the President first-hand information which will assist the United States in gaining an understanding of the attitude of Berlin officials.

### FASTER TYPE OF AIRSHIP FOR BRITISH

Majority of Hun Craft May be Speedier Now But New British Machines Will be More Than Match for them.

London, March 28.—The government was again heckled in the House of Commons tonight on the inefficiency of the British air service and defense against Zeppelins, by Noel Pemberton Billing, recently elected a member of the question of air preparedness, and other members, who accused the ministers of parsimony and neglect of valuable inventions offered to them, and declared that the public interest was being sacrificed to ignorance and intrigue among the higher officials.

Harold J. Tennant, parliamentary secretary of the war office, made conciliatory answers to these charges and assured Mr. Pemberton-Billing that he was wholly misinformed as to the charges of ignorance and intrigue, and with respect to accidents attributed to faulty machines. He promised that a small judicial body would be appointed to investigate and report to parliament.

Mr. Tennant admitted that at present a majority of the German aeroplanes were probably faster than a majority of the British, but he expected soon to have a number of machines superior to those of the Germans. The war office, he said, had not abandoned hope of dealing successfully with Zeppelins raids; in fact, their hope was higher than ever before.

References to Henry Dalglish's allegation that dummy wooden guns had been sent, surrounded by soldiers, to towns where there had been Zeppelin raids, in order to allay public anxiety, Mr. Tennant replied he had never heard of it.