

The War News

(St. John Globe)

German failure at Verdun, and it must be remembered that failure at Verdun is not yet admitted by Germany...

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Neither Britain, France nor Russia can be crushed by such a movement, and the only possible chance of success it offers Germany dare not take.

Victors Is Near In Verdun Fight

Paris March 21.—French confidence concerning Verdun is becoming almost a feeling of triumph. Although the word "victory" is still too precious for use in the newspapers...

Although much credit is given to the French infantry and artillery, it is recognized that the daring service of the French airmen

have shown the falsity of charges of the demoralization of the "fifth army."

The weekly magazine "Le Vainqueur" has a drawing "based on the statement of a captured German artillery Captain named Hartig" which depicts the airmen's big share in the French success.

"The Battery was moving up in order to sweep Pepper Hill when suddenly an air squadron attacked us. Flying as low as 1,000 feet the airmen had a deadly aim. The first series of bombs killed nine horses and thirty men.

Calls Krupp's Death Hoax

The Excelsior prints a strange story to the effect that Frederick Albert Krupp, head of the great Krupp family, who was supposed to have died in 1902, was living under an assumed name in America, exiled by the Kaiser.

It relates that the Crown Prince, Herr Krupp, Count Eulenburg, and an under-lieutenant, on the occasion of the Crown Prince's first public appearances and at the Crown Prince's request went to a cheap gambling house in Dasseldehl.

The Kaiser, who has long cherished the dream of being master of the great steel works at Essen and who had found it impossible to bend the old head of them to his will, saw, this day goes, in the incident a chance to work his will.

But the choice given to Herr Krupp had been death or banishment. He has chosen the latter, and his death service was merely to cover up the Kaiser's tracks.

It is pointed out in support of the plausibility of the story that it was in 1902, immediately after Herr Krupp's supposed death, that Germany began active preparation for the great struggle which is now precipitated.

"Around The World" And No German Fellow Traveller

A Frenchman who has lived in England for many years was in New York a few days since returning from a trip around the world and during that trip he says that he never met a single German as a fellow traveller so completely was the sea under British control.

"When I arrive in New York last spring," said Mr. Lesage, "I had the choice of two routes to Australia and New Zealand. I could go to San Francisco or Vancouver and, as I had not been used to meeting enemies on neutral ground, and doing so got on my

nerve, I decided to get into Canada via the earliest possible route. I went to Niagara Falls and was very pleased to find that when you get off your way across the bridge up there you are on British territory. And henceforward, from Niagara Falls to Vancouver, across the Pacific to Alaska, and New Zealand, and back from Australia to India and from India through Egypt, the Suez, the Mediterranean through France to London, across the Atlantic to New York—on the entire circuit around the globe I did not meet a single German fellow-traveller.

"One sorely realizes it unless one sees it with one's own eyes. The British command of the seas is an extraordinary thing. Where can a German traveler go? He cannot get on board a British ship at Vancouver. If there were an American ship going from San Francisco to Sydney, a German would not be allowed on board because he could not land at Sydney. He might go from San Francisco to Honolulu, but there would be no place else to go but back, as the saying is. If he proceeded to Fiji, he wouldn't be allowed to get off, because the British control Fiji."

No wonder the Germans complain! But is it our fault as Britishers that Providence gave the Germans "kultur" and merely gave the British supremacy? He then proceeds to recite the impressions which he gathered in various British colonies and found that the overseas Dominions were quite as enthusiastic in the war as the mother country, whether the remark be made of Canada, Australia, New Zealand or South Africa. Despite the efforts of German intriguer, backed by German gold, even the attempt uprising in India had proven to be an emute. Passing through the Mediterranean he landed at Marseilles which he might be pardoned for mistaking for a British port, as there were 50,000 troops in Marseilles, en route to Saloniki on the day he landed. The French people in Marseilles were simply bubbling over with enthusiasm for the British troops. Proceeding this traveller sums up the effect of the Germans attempt at frightfulness on the ocean and says:—

"You know that the British people are slow at coming to violent decisions, but when they've made up their minds they are very sure, and I think it will be a blessing for you Americans if the German military and naval power is crushed. Your land and liberties are certainly not in any danger from the French or British, and in fact the friendship of the British might be of great use to you some time or other, whereas the friendship of the Germans would be of no use to you in the absence of a British fleet.

"When I started on my trip around the world the coast of England was infested with submarines. We took no notice of them. At that time, although the war had been on for almost nine months, the traffic in and out of British ports was 200 vessels every day—6,000 vessels a month. So when we heard of one British vessel sunk—filled with potatoes or cabbages—it made a line in the newspapers, but no one cared a rap."

Sir Edward Grey announced that Portugal would not compensate Germany for the requisitioned ships which were seized at Britain's suggestion.



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Will Germany Attempt To Invade England?

Matter Seriously Discussed in British Papers—London Expects to Hear at Any Moment That "the Germans are Out"—British Are Ready—Navy Never So Strong.

LONDON, March 23.—All is thought to be ready in Germany for the attempted great air and sea raid on England. In the North Sea there has been great activity, and the feeling in London is that final touches have been put to the German fleets of Zeppelins, cruisers, destroyers and submarines.

By way of preparations the German fleet has made a couple of short dashes—practice runs—outside of Heligoland. Now and then destroyers have slipped from Antwerp. Only a few days ago several of them engaged in a running fight with British destroyers.

In official circles it is believed that the Tubantia and at least one other steamer were torpedoed by the destroyers. The principal object of the dashes of the destroyers, however, was to scatter mines. Since the first of March countless mines have been set adrift by the Germans in the North Sea. In the last week Zeppelins have been observed over the North sea, evidently bent upon scouting expeditions. No attempt has been made by them to reach England. Their purpose, it is believed here was to ascertain movements of the British fleet. German saaplanes have reached the coast of England in scouting flights. Bomb dropping has played no part in their activities.

"The navy likes work," was the brief comment of another official. In these words he summed up the attitude of the entire British navy. None are more eager than they for the expected raid. A scrap is always to their liking. Speculation is general as to the purpose of Germany in laying such a great number of mines. One view is that they are intended to rid the North Sea of neutral shipping in advance of the dash and in that way prevent word of the fleet's movements being carried to the Allies by merchantmen.

There are plenty of signs that the German people are becoming more and more restless as the privations of war are making themselves felt. The Battle of Verdun has been a great disappointment to them. On the heels of the realization that the Crown Prince's legions had not effected the victory which the War office assured the people he was certain to gain has come the news that the Russians are again pressing the Germans in the East. To add to their unrest is the fact that the last German war loan was raised with the greatest difficulty. This last has been a long and weary winter for the German people and the indications are that peace would not be unwelcome to a vast majority.

"What has our fleet been doing?" the Germans have been asking of late. "We know what our soldiers have done, and we know what they will be expected to do when the armies of our enemies start synchronizing their attack in the spring. But how about our navy? "Great Britain has been standing in our way and blocking our every move

for a settlement. Let us specialize a bit with our fleet and shut off her supplies and hamper movements of her troops. Is it not almost time for 'Der Tag'?"

There are many persons in England who are confident, in view of recent German activities at Kiel and other bases of the air and sea fleets, that the much talked of German day will soon arrive. They are not awaiting it with fear and trepidation, however, but with fearless expectation.

They are anxious for the opportunity to uphold the proud record of England on the sea. They have waited long and they hope they have not waited vainly. Whether the Germans come now or later, they will be ready. The sinking of the Gallipoli Lightship may be a sign that Britain has some surprises in store.

It is reported unofficially that the Gallipoli Lightship, at the mouth of the Thames, has not been torpedoed, as was reported yesterday by Lloyd's but has been withdrawn from its station.

LONDON, March 24.—Reference is made in the London press to day to a matter which has been one of the most discussed topics in London clubland for several weeks past, viz., an expected attempt by Germany to land an expeditionary force on English soil, and the possible occupation of London.

The preliminary correspondent of the Daily News says the reason why such heavy demands are now being made for men was to be found in the War Office policy to keep a very large army in this country in addition to meeting the drain on the British forces engaged in France and elsewhere.

The Star last night publishes an article by "a well-informed political correspondent," who says in part:

"There is a growing feeling at Westminster that an attempted German invasion of our eastern coast during the next week or so is quite on the cards. There are many signs in East Anglia that the military authorities share this view, but there must not be discussed here, and it is sufficient to consider the actions of the enemy.

"The torpedoing of the Dutch liners Tubantia and Palembang in the North Sea, followed by similar outrages against Swedish and Danish ships, forms a new and highly significant chapter of sea affairs. The German controversialists always pretend that their submarine warfare was established in order to cut off supplies of food and munitions from the British in retaliation for the British blockade. Herr Ballin is said to have informed directors of Dutch shipping companies that Germany was determined to use every means in her power to prevent steamers, neutrals or not, from reaching England from America.

"It is quite impossible that Germany could take this step with all its dangerous chances of arousing neutral nations against her in order to deprive us of the quantities of margarine and foodstuffs which now reach us from Holland. That is a mere pretext. This is finally proved by the fact that the Tubantia was bound for Brazil and the Palembang for Java, so that the Germans, by torpedoing them were inflicting no damage on this country. Their real object is unquestionably to sweep the North Sea clear of all merchantmen. Already the Dutch government has been considering the idea, evidently put forward by Germany, that Dutch steamers bound to the west may go round the