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The Daily Mail

* The Weather. *
* Maritime—Moderate winds, *
* mostly east and north, fair and *
* mild. *

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FREDERICTON, N. B., THURSDAY, MARCH 30, 1916

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German's Futile Attempt To Retake Lost Positions

Several Infantry Attacks on Avocourt Wood Repulsed by the French---Another Attempted Aeroplane Attack on Saloniki---Artillery Fighting East of the Meuse.

PARIS, March 30.—Several German infantry attacks upon Avocourt wood, in an endeavor to retake lost positions, were made last night. The War Office report of this afternoon says these assaults failed. No further advances against Malancourt were attempted by the Germans. East of the Meuse there was heavy artillery fighting.

A Havas despatch from Saloniki says that another aerial raid on that city was attempted yesterday by German aeroplanes. French airmen engaged them and compelled them to turn about without accomplishing their object.

ATHENS, March 28 (via Paris, March 30).—A high court official declared to the Associated Press today that in his opinion the only conceivable explanation of the aerial raid on Saloniki is that Germany is attempting to drive Greece to assist in the expulsion of French and British forces from Saloniki. He said, however, that such a thing was out of the question, as Greece had reason to realize she was at the mercy of the Entente.

Great Importance is Attached to the

Recent French Victory at Avocourt

(Arthur Draper in Toronto Globe.)

LONDON, March 29.—Following their assault at Hacourt yesterday, the Germans this morning launched a fresh assault at Malancourt, about half a mile to the north of the former village. They succeeded in wresting from the French, Berlin asserts, positions extending over 2,000 meters, or slightly more than a mile. Paris admits a partial loss, as well as the occupation of two houses in Malancourt itself by the Germans.

While the attack was in progress, farther to the south, at the extreme end of the German flanking line, in the Avocourt wood, the French also made a gain. Over a front of 300 yards they drove back the Germans, besides capturing a redoubt in the wood which the Germans had heavily fortified. These positions the French still hold, despite violent counter attacks.

Observers here are inclined to attach great importance to the French victory at Avocourt. Attacks in the Bethincourt-Malancourt sector, it is pointed out, mean only fresh frontal assaults toward Le Mort Homme. They are no more menacing, and presumably will be checked as completely as similar attacks were at Bethincourt, in the first part of the month.

Ever since the Germans began their flanking movement west of the Meuse they have been seeking to gain control of the communication lines through Bethincourt. But the French have held the town against all assaults.

Malancourt lies midway on the road from Bethincourt to Avocourt. Here likewise, though they have lost the heights on both sides of the town, the French will stand firm.

As long as they hold both villages, the Germans are kept from using the much-needed roads for the movement of troops and heavy artillery.

French Plan is to Force the Germans

To Frontal Attacks on Prepared Ground

The French victory at Avocourt, observers hold, has a different significance. General Patin's strategy, it is said, consists merely of forcing the Germans to frontal assaults on carefully prepared positions about Verdun. The more infantry charges direct upon positions like Le Mort Homme, Douaumont and Vaux and their approaches, the better the French purpose is served; and that is to inflict the maximum of losses on the army of the Crown Prince.

By advancing at Avocourt, the Germans would flank most of the carefully prepared French defences, and force their evacuation. A defeat at that point, therefore, forces the Germans to renewed frontal attacks, as the only means of reducing the fortress. As proof that this is the French policy, observers point to the relative scarcity of French counter-attacks. Only when some point, such as Vaux, Douaumont and Avocourt, necessary for the security of their second line, was taken temporarily by the Germans, has General Patin drawn on his men for its recapture.

No Truth in Report That the Teutons

Plan a Great Offensive Against Saloniki

ROME, March 30.—Reports of an impending Austro-German attack on Saloniki are unfounded, since only 25,000 Germans and less than 75,000 Austrians and Bulgarians are now in Macedonia. These forces are barely sufficient to hold the lines.

Field Marshal Von Mackensen has been relieved of the chief command of the armies in Macedonia, and will only resume it in case that Roumania should intervene. Meanwhile he has been entrusted with the so-called organization of the Turkish army, made necessary, it is reported, by the discovery of a plot to bring about a military revolt for the purpose of hastening separate peace. The discovery of this plot was made since the Germans assumed control of the Turkish post offices. Field Marshal Von Mackensen is said to be merciless in the prosecution of the plotters, and determined to restore discipline.

ROME, March 30 (via Paris).—It is announced that six persons were slightly wounded by bombs thrown from Austrian aeroplanes during the raid which occurred in the province of Venice on Monday last.

NEW BRUNSWICK MEN IN THE CASUALTY LIST

Ottawa, March 30.—A casualty list containing 64 names was given out last night. Maritime Province names in the list follow:

Fourteenth Battalion—Wounded slightly, remained on duty, Nectare Theriault, Eel River Bridge, Northumberland county, N. B.

Twenty-fifth Battalion—Wounded, Lloyd McPherson, Oxford, Cumberland county, N. S.

Fifty-fifth Battalion—Seriously ill, Neil Goodine, Fredericton, N. B.

Third Brigade Canadian Field Artillery—Wounded, Gunner Geo. H. Townsend, Sydney, N. S.

Fifth Artillery Brigade—Died of wounds, Enoch Adey, Adeyton, Nfld.

Field Field Co., 1st Canadian Divisional Engineers—Wounded, Arthur Packer, Purcell's Cove, Halifax, N. S.

No. 1 Canadian Field Ambulance—Wounded, Edward D. Fletcher, Box 229 St. John, N. B.

A casualty list containing twelve names was issued at noon. The majority of the names mentioned have next of kin in the old country. One Maritime Province name appears, as follows:

Third Pioneer Battalion—Killed in action March 18, William Robt. Milburn, formerly 40th Battalion, Springfield, N. S.

TWENTY-SEVEN BODIES HAVE BEEN TAKEN FROM TRAIN WRECK

(Canadian Press.)

Cleveland, Ohio, March 30.—With twenty-seven bodies recovered from yesterday's wreck of three New York Central trains at Amherst, Ohio, attention today was focussed upon the several investigations that were put under way by Federal, State and railroad authorities to determine responsibility for the wreck.

Representatives of the Inter-State Commerce Commission, the Utilities Commission of Ohio, and various departments of the New York Central, were conducting investigations in Cleveland and at other points in the vicinity of the wreck.

Coroner Garver, of Lorain county,

planned to begin an inquest at Elyria into the death of wreck victims, and the causes leading thereto.

The question of whether the so-called "death coach" on train No. 86 was of modern steel construction, as claimed by New York Central officials, or was mainly of wood construction, promised to be an important feature of the investigation. Railroad officials today were still divided in opinion as to whether the blame should be placed upon the tower man, who it is alleged by some officials was asleep and failed to give the proper signal, or upon the engineer, who they say it may be shown either failed to see the signal or exceeded his orders.

Suing The W. U. Telegraph Company

Montreal, March 30.—Mrs. Mary T. Urquhart, of Montreal, is suing the Western Union Telegraph Company for failure to deliver to her a message sent from Halifax in August, 1913, from E. J. Mulcahy, announcing the death of her brother, Edward Hennessey. Mrs. Urquhart told the court she did not know of her brother's death until she went to Halifax in June, 1914, expecting to see him.

The telegraph company claim the telegram was misdirected and that the messenger could get no response to his call at the address listed in the city directory. Justice Greenshield took the case en delibere.

MR. DUGAL'S ACTION IS COMMENDED

(St. John Globe, Govt.)

Mr. Dugal has done well to bring squarely before the House and country the conduct of Mr. A. J. H. Stewart, M. L. A., as disclosed by the investigation held by Mr. Chandler under the authority of the government. Mr. Stewart's own evidence and the comments and conclusions of Mr. Chandler present Mr. Stewart in a light which absolutely justify Mr. Dugal's declaration that he is not a fit and proper person to have a seat in the Legislative Assembly. What is strange, mysterious, inexplicable, is the government's apparent unwillingness to deal with this matter and to force the resignation of Mr. Stewart. Why is Mr. Stewart handled with such soft gloves? What is the reason for the leniency shown him, a leniency not shown by Premier Borden or by the government of Ontario to supporters proven guilty of conduct unbecoming public men.

No Cut And Dried Program, Says Mr. Hodge

The St. John Standard this morning, in addition to making the false statement that the Fredericton Board of Trade last night endorsed the west side route for the Valley Railway, throws out the insinuation that Mr. G. W. Hodge, who moved the resolution last night, was actuated by political motives. Mr. Hodge, in an interview this morning, gave an emphatic denial to the Standard's allegations.

"With me," he said, "politics did not enter into the matter at all. Had the contrary been the case I certainly would have arranged for a second to my motion before going to the meeting. The fact that I did not take the trouble to do that, shows that there was no cut-and-dried programme so far as I was concerned. All I wanted was a full and free discussion of the question, and I thought the meeting had been called for that purpose."

"I believe that it is the duty of the Board of Trade to carefully discuss and consider the latest proposals with regard to the Valley Railway. Let the matter be dealt with on its merits, regardless of whose political interests may suffer."

B. C. To Recover Lands Given Speculators

Victoria, B. C., March 30.—Hon. W. R. Ross, Minister of Lands, presented to the Legislature yesterday a bill to restore to the crown about 2,000,000 acres of agricultural land in British Columbia, sold by the Government, but not paid for. This area will be given free to returned soldiers, who will also, according to the bill, be given assistance in the way of loans from a fund provided by the sale of Government lands.

U. S. MAY PREPARE ONE GENERAL INDICTMENT AGAINST THE GERMANS

Every Means Being Used by the Authorities to Secure Conclusive Proof that Steamers Sussex and Englishman Were Torpedoed by the Huns.

(Canadian Press.)

WASHINGTON, March 30.—The United States government today was using every means at its command to secure conclusive proof regarding the disasters which have overtaken the Sussex and other unarmed merchant ships, all carrying American citizens. All circumstantial evidence indicates that these ships were torpedoed without warning, and that German submarines have begun an underwater campaign in violation of Germany's recent assurances to the United States.

Some officials credit the suggestion that German submarine commanders are acting under secret instructions, such as were advocated by Admiral Von Tirpitz, to torpedo every vessel approaching the British Isles.

Although official confirmation is lacking, some officials believe that the commanders of German submarines have orders other than those of which this country is advised.

The United States, it is stated authoritatively, has determined upon the next step. Unless Germany makes some statement in reply to inquiries made by this country to cause the State Department to change its present intentions, all recent aggravating incidents will be combined into one general indictment which will make the issue clear-cut. Should Germany disclaim responsibility for the disasters, the United States will continue investigations. If conclusive proof that the ships were torpedoed without warning is secured, the United States probably would act promptly.

FOUR VESSELS SUNK BY GERMAN PIRATES

WITHIN THE PAST TWENTY-FOUR HOURS

LONDON, March 30.—Four vessels are reported to have been sunk during the past 24 hours—two British steamers, the Kilbride and Lavinia Westoll, the Dutch steamer Duiveland, and the small Russian schooner Ottomar. The total number of British ships sunk since the beginning of the new German submarine campaign is twenty. In addition there has been a considerable toll taken by the submarines from shipping belonging to Great Britain's allies or to neutrals.

Nevertheless, the attitude of the British press is not one of undue alarm, as it is maintained by the newspapers that the present fierce German campaign represents many months of preparation and that pace cannot be maintained.

PIRATES SANK WRONG SHIP.

COPENHAGEN, March 30 (via London).—The Rotterdam correspondent of the Politiken says that according to evidence gathered by the Dutch ministry of Marine, the Dutch steamship Palembang was torpedoed while she was lying alongside a British destroyer which was engaged in picking up mines. The inference is drawn, the correspondent says, that the Palembang was sunk by a submarine which intended to destroy the British warship and not the Dutch merchantman.

WOMEN AS DOCK LABORERS.

LIVERPOOL, March 30.—Women are now being employed at the Liverpool docks, handling cotton and other baled goods. At the Leyland line docks nearly 100 women are now working. Fears were entertained that the dockers' union would raise difficulties, but these have been smoothed over. The women are receiving the same rate of pay as men.

TELEGRAPHIC SERVICE CUT OFF.

LONDON, March 30.—Complete suspension of telegraphic communication between Holland and England is reported by the Rotterdam correspondent of the Copenhagen Politiken, whose dispatch is forwarded from Copenhagen by the Exchange Telegraph Company. It is rumored the cable has been cut by Germans, the correspondent says. No press despatches have been received here from Holland since Tuesday.

It was stated authoritatively here today that the interruption of telegraphic communication with Holland was due to the storm and resumption of the service was shortly expected.

ANOTHER STEAMER SUNK

LONDON, March 30.—The British steamer Diadem has been sunk. The Diadem, 3,752 tons gross, was last reported on her arrival at Marseilles on Feb. 15 from Penarth, Wales. She was 349 ft. long, built in 1906 and owned in Newcastle.

SERBIAN REFUGEES PERISHED.

BERNE, Switzerland, via Paris, March 29.—Of 30,000 Serbian refugees who, following the invasion of their country by the Teutonic allies, headed southward, only 8,000 succeeded in reaching Saloniki, all the others having perished of cold and hunger on the way, according to a report just received from Mlle. Comle of Geneva, representative at Saloniki of the Swiss Red Cross.