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ITALIAN AVIATOR MAKES A MOST REMARKABLE FLIGHT

Serbian Given Much Credit For the Capture of Monastir

Will Once More Establish Their Capital on Native Soil---Threatened the Bulgars Only Avenue of Escape by Rapid Advance---An Important Victory.

LONDON, Nov. 20.—After having been for some months without a country, the Serbians are again to establish their capital on native soil.

Monastir, for which the Entente forces have been struggling since the advance from their base at Saloniki began, has been evacuated by the German and Bulgarian forces, and is now occupied by the French and a considerable number of Serbian troops.

LONDON, Nov. 20.—The Serbians are given the lion's share of honor by the morning papers in discussing the fall of Monastir.

The capture of Hill No. 1212 by the Serbians, and their rapid advance to Hill 1378, threatening the Bulgarians' only avenue of retreat over the Prilep road, is considered the main feature in forcing the hasty evacuation of the city, which has been so long in the enemy's hands.

Military opinion insists that the Serbians must now advance toward Prilep, using Monastir as a base, and from there to Negotin, on the Vardar. From the latter town they claim that the Bulgarian positions east of the Cerna could be outflanked and the frontier passes opened to all the Allied forces which are now engaged northwest of Saloniki.

The fall of Monastir is considered as clearly showing the superiority of the Allies over the German-Bulgar forces in view of the formidable defences which had been erected around their positions.

France Will Appoint M. Gavelle Director

General of All Transportation on Land and Sea

PARIS, Nov. 20.—The appointment is officially announced of a director general of transports and importations for the whole of France, whose powers will cover everything connected with traffic whether by rail, river or sea.

The newly created official will, in addition, be in charge of all transport arrangements and decide as to their priority both as exports and imports, and will regulate the arrivals and departures of all vessels used in the public service in the military zone. He will act under the authority of commander in chief of the Minister of War.

The first holder of the office will be M. Gavelle, who at present is under secretary for munitions.

Italians Create an Uproar Over Wagner's

Music at a Concert in the Eternal City

ROME, via Paris, Nov. 20.—An attempt to introduce some of Wagner's music into a concert conducted by Toscanini resulted yesterday in an uproar which brought the performance to a premature conclusion.

The orchestra had commenced the funeral march from *Gotterdammerung*, when there were loud shouts of "It is for the victims of the Padua." A storm of imprecations against Wagner and Germany came from all parts of the great auditorium and the concert had to be abandoned.

An Austrian aviator bombarded Padua on November 11 and according to news despatches killed 32 persons and injured about twice that number. All the dead were said to be non-combatants and most of them women and children. Pope Benedict made a strong protest to Vienna as a result of the raid.

TEUTON MINISTERS MUST QUIT GREECE.

LONDON, Nov. 20.—An Athens despatch to the Exchange Telegraph Company says the German, Austro-Hungarian, Bulgarian and Turkish ministers to Greece have been informed by Vice Admiral Du Fournet, commander of the Allied fleet, that they must depart from Greece by Wednesday.

HOLLAND ENTERS A PROTEST.

LONDON, Nov. 20.—An Amsterdam despatch to the wireless press says the Dutch Government has instructed its representative at Berlin to notify the German government that a painful impression has been produced in Holland by the deportation of Belgian civilians.

IMPORTANT GATHERING AT BOSTON

Boston, Nov. 20.—"England at war, America at peace, a study in international relations," is the title of an address to be delivered by Dr. Hugh Cabot, chief of the Harvard surgical unit in France during the war, before the Canadian Club at its annual dinner this evening at the Copley Place.

The list of prospective guests also includes Lieut. Col. Percy A. Guthrie, M. L. A., of Fredericton, N. B., a number of distinguished Canadian civilian officials, as well as Mayor Curley and representatives of local British societies. It is expected that the attendance will be the greatest in the club's career.

The list also includes Geo. H. Locke, president of the Canadian Club of Toronto; R. T. Hayes, president of the Canadian Club of St. John; Frederick P. Leary, British Consul General, and president of the local organization.

Commanded the Guard.

A London despatch says: "Major Eric MacDonald, of St. John, N. B., probably the youngest major in the Canadian forces, was selected to command the guard of honor on the occasion of the Duke of Connaught's visit to the Canadian troops at the front." Major MacDonald formerly resided in Fredericton and is a son of Rev. J. H. MacDonald, now a chaplain with the Canadian Expeditionary Force.

In Casualty List.

Capt. G. Roland Barnes, of Hampton, has been wounded. At the time of appointment to the 6th Mounted Rifles he was an undergraduate of the U. N. B. Private S. Logan, of Stanley is also reported among the wounded.

UNEXPLODED BOMBS FOUND ON A STEAMER

Discovery Made on the Steamer Sarnia After Her Arrival in France---Took a Cargo of Sugar From New York and Was on Fire at Sea.

NEW YORK, Nov. 20.—Twenty unexploded bombs were found in the sugar cargo of the American steamship *Sarnia* upon her arrival at Cherbourg, France, after a voyage starting from New York on Sept. 2, during which the vessel caught fire from a cause unknown, according to Fourth Mate Wybrance of the *Sarnia*, who arrived here today on the American line steamer *New York*, from Liverpool.

Sugar made up the bulk of the cargo of the *Sarnia* and the barge *Avondale*, which he had in tow upon leaving New York.

The fire at sea was extinguished without serious damage, Mr. Wybrance said, and the two vessels put into Havre to discharge part of the cargo. It was not until they reached Cherbourg that the sugar was unloaded.

AUSTRALIAN GENERAL DEAD.

LONDON, Nov. 20.—Brigadier General Duncan J. Glasford died in France on November 12 as a result of a wound from a shell. He was one of the leading Australian commanders and was director of military training in Australia for four years previous to the war.

ROUMANIANS ARE RETIRING.

PETROGRAD, via London, Nov. 20.—The Roumanians are still retiring southward before the invading Austro-German troops in the Jiul valley region, the War Office announces.

Two Men Killed By an Explosion

New York, Nov. 20.—Two men were killed and many others were seriously injured, four of them seriously, in an explosion today on a tugboat tied up at the Brooklyn water front.

HELEN KELLER TO WED.

(Boston Globe.)

Miss Helen Keller, deaf and blind, and, until she was taught to talk, also dumb, one of the most widely known women in the world, is to be married some time in the very near future to her secretary, Peter Fagan, a former Boston newspaper man, several years her junior, it is understood on good authority.

LONDON NEWSPAPERS OFFER CRITICISM OF BRITISH ADMIRALTY

Based on Recent Channel Raid and Operations of German Pirates---One Paper Thinks Admiralty Board Needs An Infusion of New Blood.

LONDON, Nov. 20.—There has been growing criticism of the Admiralty lately owing to the recent Channel raid, and the increase of submarine operations. The *Post*, *Mail* and *Star* commented pointedly on the subject last week, and the *Daily Telegraph* this morning, in a long editorial, says that the Admiralty is strangely unaffected by changes due to the war.

It adds that the nation's faith in Admiral Jellicoe's fleet is undiminished, but that the hostilities have brought unforeseen developments, notably in submarines, mines and aeronautics, all of which are departments operated by Germans in the prime of life.

A Suggestion That New Blood Might be Instilled Into the Management of Naval Affairs

"It is not surprising," said the *Star*, "if the officers forming the Admiralty board, reared in a very different school, should be somewhat impervious to new ideas in these days of naval revolution."

"It is perhaps inevitable that the nation should wonder whether the Admiralty would not gain were fresh blood introduced into its deliberations. Above all things the nation needs a board of admiralty open to new methods. Would it not be well if seamen fresh from the sea, experienced in the phase of warfare now being pursued by the enemy, were given a more commanding voice in our naval affairs?"

ITALIAN AVIATOR MAKES A REMARKABLE FLIGHT

Capt. Beauchamp's Maintained a Speed of Sixty Miles an Hour for 437½ Miles—He Dropped Bombs on Railway Station at Munich—Flew at Great Height.

LONDON, Nov. 20.—A despatch to the London Times from Vienna says: All the Italian aviation camps and anti-aircraft batteries were notified of the flight of Captain de Beauchamps and were on the lookout for him.

Particulars now available of one of the greatest flights in the history of aviation are to the effect that the airman left the Haute Marine Department at 7.30 a. m. on an aerial machine of the Nieuport model, in unfavorable weather conditions.

His route lay over Colgar and the Black Forest, and he kept at a great height and eluded the vigilance of the Germans. The air currents were icy and at moments the enterprise seemed desperate. Munich was reached at midday, and the airman swooped down on the station, on which he let fall six bombs from a height of a few hundred feet.

The Motor and Propeller of Airship Were Slightly Damaged While in the Act of Landing

He says the effect of the explosion was quite visible. Rising swiftly again, he flew southeast, following the valley of the Inn to Innsbruck.

Reaching the lower Piave, he mistook it for the beginning of the Venetian lagoons, and at 2.45 landed in a field near San Dona di Piava. The aeroplane remained in perfect condition during the entire flight, but the motor and propeller were damaged slightly in the act of landing.

Beauchamps maintained a speed of slightly over 60 miles an hour for the 437½ miles he covered, and reached a height of between 12,000 and 16,000 feet.

The violence of the wind currents varied from 16 feet per minute at 3,300 feet, to 72 feet per minute at 10,000 feet.

The French airman received a great welcome in Venice.