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The Daily Mail

* The Weather. *
* Maritime—Northwest to west *
* winds, fresh to strong at first, *
* fair and comparatively mild. *

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FREDERICTON, N. B., SATURDAY, MARCH 25, 1916

ONE CENT PER COPY

German Commerce Raider Sunk in North Sea Fight

British Auxiliary Cruiser Also Went to the Bottom---Fight Occurred on February 29---British Captured 5 Officers And 115 Men---Official Statement.

LONDON, March 25.—A German raider has been sunk in the North Sea. Five German officers and 115 men out of a total of 300 were captured. The British lost 74 men. The British armed merchantman Alcantara, which sank the German raider, the Greif, was herself sunk. The fight occurred in the North Sea on February 29. The Greif was sunk by gun fire and the Alcantara by a torpedo. The British losses were made up of five officers and 69 men. The Alcantara was a large liner belonging to the Royal Mail Packet Company of Belfast. She had been in the service of the British government for some time. Her gross tonnage was 15,300, she was 570 feet long and was built in Glasgow in 1913.

The following official statement was issued: "An engagement occurred on Feb. 29 in the North Sea between the armed German raider Greif, disguised as a Norwegian merchant vessel, and the British armed cruiser Alcantara, Captain T. R. Wardle. It resulted in the loss of both vessels, the German raider being sunk by gunfire and the Alcantara apparently by a torpedo.

The Official Statement Says That the

Raider Fired Over the Norwegian Colors

"Five German officers and 115 men were picked up and taken prisoners out of the total complement, believed to have been over 300. The British losses amounted to five officers and 69 men. It should be noted that during the whole engagement the enemy fired over the Norwegian colors painted on the side of the ship. This news is now published as it is made clear by the receipt of a German wireless message that the enemy has learned that the Greif, a similar ship to the Moewe, had been destroyed before she succeeded in passing our patrols.

Three German steamships are listed under the name Greif. The largest, a vessel of 1,165 tons gross, is 235 feet long, was built in 1912 and is owned in Bremen.

Russians Drove the Germans From

Positions Looked Upon as Impregnable

LONDON, March 25.—German official reports of the activity south of Dvinsk lay stress on the heavy Russian losses.

This is an old trick, resorted to time after time when the enemy has suffered a reverse. Naturally, when positions such as the Germans have been strengthening all winter are taken in the course of a few hours, losses are inevitable, but I have ground for stating that the Russian casualties are by no means heavy.

In any case the Germans, who retreated before the onrush of the Russian troops, shelled by artillery which is now amply provided with ammunition, could know very little about them. A force advancing can form a fair estimate of their opponents' losses, but the force compelled to retire can only guess.

The fact that at several places the Russians drove the Germans out of the trenches and occupied strongly fortified positions, such as Veleekie and Selo, gives the best possible ground for confidence in the future. All that the German engineers could devise had been done through the winter to make the front impregnable.

Wire defences, concrete parapets, armored blockhouses, ingeniously laid mines, reservoirs of poison gases, and numberless machine guns might have led them to suppose that they were secure against attack. Yet at the first determined effort the whole elaborate system of defence crumbled.

Of course they retired to position equally strong, possibly stronger, but the Russian troops are now full of confidence in their ability to drive back the enemy.

In one district where the Germans were hoist with their own petard and treated with liberal doses of their own flame-throwers and gas, they cursed the day their leaders adopted these means of warfare. Here the Russians captured all who were not unconscious or dead. Hundreds surrendered, including officers, machine guns, searchlights, bomb-throwers—everything fell into Russian hands.

German Official Report Admits That

Troops Retired Before Russian Attack

BERLIN, March 24 (via London).—Military activity on the northern sector of the eastern battle front continues despite alternating rain and snow. Russian drumfire was heavy on the night of March 20 and in the early morning of March 21, between the Narosse and Wiszeniew lakes, and it was particularly heavy just southward of Narocz lake, where the German line ran from Belisniki to Monkey Sea, and thence to the westward. The Russians directed their main attack against this small salient with a harassing concentric fire, and the Germans drew back to their second line to avoid unnecessary losses.

BANDIT VILLA IS FLEEING WESTWARD

El Paso, Texas, March 25.—Francisco Villa was reported early today to be fleeing west in the San Miguel country, having successfully eluded the encircling ring that was being drawn around him by American and Carranza troops. News of the outlaw's retreat westward was brought here from El Valle, but could not be confirmed at Fort Bliss or in Mexican official circles.

Washington, March 25.—Convinced that powerful influences are at work to force intervention in Mexico through the spreading of alarming rumors, administration officials are considering what steps shall be taken to bring the agitation to an end.

Many officials believe that a well-defined effort is being made by interests owning property in northern Mexico to inflame the minds of people in the United States and in Mexico to a point where war between the two countries would be inevitable.

TO ORGANIZE SERVICE OF MINE SWEEPERS

The Hague, via London, March 25.—The Dutch government has notified shipping companies of its intention to station a vessel equipped with wireless near the Northinder lightship and organize a service of mine sweepers to precede ships between Northinder and English territorial waters.

CROSS CHANNEL STEAMER SUSSEX DAMAGED IN THE ENGLISH CHANNEL

Was Struck Amidships When Near the French Coast---Twenty-Five Americans on Board---Some Lives May Have Been Lost---Towed Into Boulogne.

LONDON, March 25.—Information obtained from passengers on the channel steamer Sussex, damaged by an explosion yesterday afternoon, on the way from Folkestone to Dieppe, indicates there may have been a considerable loss of life.

One American is missing and is supposed to have been lost. Another man was injured seriously. Several Americans were rescued. Opinion of passengers of the Sussex is divided as to whether the vessel was sunk by a mine or a torpedo. The explosion was terrific. It occurred just ahead of the captain's bridge, and tore the front part of the steamer to pieces, killing on injuring a number of persons.

Many were wounded severely by flying splinters. The Admiralty states that 250 survivors have been landed in France and between 90 and 100 at Dover. As there were 386 passengers and about 50 men in the crew, 75 or more persons are still missing.

LIVES MAY HAVE BEEN LOST.

LONDON, March 25.—The cross-channel steamer Sussex, which was seriously damaged yesterday afternoon near the French coast, was towed into Boulogne early this morning, according to a despatch to the Central News. Information received at Dover states that it is now regarded as certain that some lives were lost on the vessel, probably by the explosion which caused the damage to her. A few of the rescued passengers are being brought to Dover, but the majority of those who were taken off the steamer by the rescuing vessels will be landed in France. There were twenty-five Americans aboard the Sussex, which left Folkestone yesterday shortly after noon in clear weather.

WAS STRUCK AMIDSHIPS.

The vessel proceeded without incident until 4.30 p.m., when she was struck amidships as she was approaching the coast of France. A terrific crash followed and several hands in the engine room were badly injured.

Wireless messages brought help from both sides of the Channel and it was thought all the passengers were rescued.

Fear of mines and torpedoes has caused special precautions to be taken by Channel boats during the past few days. Owing to their light draught it had been generally thought they were safe from torpedoes. These boats make the trip from Folkestone to Dieppe in four hours and ten minutes, but for the past fortnight they have been sailing with the tide in order to increase their speed. The Folkestone-Dieppe route is one of two routes still open to travellers going to Paris and points beyond, and is mainly used by neutrals.

SOME LIVES WERE LOST.

The chief engineer of the Sussex was killed by the explosion and the purser was wounded seriously. An American whose name is not known to survivors who have reached London, was talking with the Baldwin family close to the captain's bridge, when the explosion occurred. He has not been seen since that time and is supposed to have been lost.

The explosion occurred at about 3 p.m., when the Sussex was an hour and a half out of Folkestone. The wireless apparatus was destroyed and no help came until nearly midnight. Had it not been for the water-tight compartments the Sussex would have sunk and the loss of life would have been heavier.

AMERICANS RESCUED.

LONDON, March 25.—Edward Huxley, president of the United States Rubber Export Company, and Francis E. Drake, European manager of the company, are among the Americans rescued from the Sussex. They report that there was a heavy loss of life, including probably several Americans.

SUSSEX WAS TORPEDOED.

PARIS, March 25.—Reports of the sinking of the Sussex obtained here today, state that she was torpedoed. The Sussex has arrived at Boulogne.

SOME UNACCOUNTED FOR.

LONDON, March 25.—Last night's despatches said there were 386 passengers on the Sussex and a crew of about 50, indicating that 75 or more persons on the Sussex have not been accounted for.

The London, Brighton and South Coast Railway Company officials say the passenger list of the Sussex shows that there were 25 Americans aboard.

GERMAN OFFICIAL REPORT SAYS VERDUN IS IN FLAMES

French Official Statement Says All is Quiet in the Verdun Region—Artillery Duels Near Moutainville—British Steamer Salybia Has Been Sunk, But No Loss of Life.

BERLIN, March 25 (via London).—Verdun is in flames, according to today's official statement by German army headquarters.

PARIS, March 25.—The French official statement says that the past night was quiet in the Verdun region, both east and west of the Meuse. Artillery duels were in progress in the Woëvre region. The text of the statement follows:

"In the Argonne a surprise attack on the trenches of the enemy at Courtes Chaussees resulted in our taking some prisoners and inflicting losses on the enemy. The night passed quietly both to the west and to the east of the river Meuse.

"In the Woëvre district there have been artillery duels near Moutainville. There have been no important developments elsewhere on the front."

THE AURORA NOT IN DISTRESS.

LONDON, March 25.—Reports received here today state that the auxiliary ship Aurora, of the Shackleton Antarctic expedition, which was damaged in the ice and is now proceeding to New Zealand for repairs, is not in distress or in need of assistance. The latest message indicates that the Aurora is proceeding under her own steam.

BRITISH STEAMER SUNK.

LONDON, March 25.—Lloyds report says the British ship Salybia has been sunk and that the passengers and crew were saved. The Salybia, of 3,252 gross tons, 342 feet long and 46 feet beam, was built in 1904 at South Shields and was owned by Scruton, Sons & Co., London. In the last available records the ship is reported as having left Barbadoes in March 3 for London.

Galician Girl Held On Murder Charge

Hamiota, Man., March 25.—Teenie Malone, a Galician girl, was yesterday formally committed for trial at the fall assizes at Brandon, charged with the murder of her employer, Mrs. Mary Hamilton. The body of the murdered woman was found in the cellar and Dr. Hudson, of Mamiota, swore that death resulted from a succession of blows and after a severe struggle. A son of the deceased said his mother told him the morning of the murder that she would "let Teenie go."

Miss Moore has returned from visiting friends in St. John. Miss Baird of Chipman, is visiting her sister, Mrs. C. C. Jones, at the University.

Attempted Air Raid On Saloniki

Saloniki, March 24 via Paris, March 25.—An attempt at another Zeppelin raid over Saloniki was made last night. The Zeppelin did not reach the city, however, being kept beyond the lines held by the French. A French biplane, whose observer was a Greek volunteer, Albert Misvachi, a native of Saloniki, was shot down at a height of 8,000 feet, falling into Lake Doira.

JAPANESE DELEGATE TO ALLIES' CONFERENCE

Tokio, March 25.—Baron Yoshihiro Sakatani, former minister of finance, has been designated to represent Japan at the forthcoming economic conference of the Entente Allies at Paris.