
Notice to Advertisers.

In order to ensure changes
being made in advertisements,
copy must reach this office not
later than 9 a. m. on the day of
publication.

The Daily Mail

The Weather.

Maritime: Brisk gales with
snow in north districts. Fair
in west. Friday, winds increas-
ing to strong breezes or gales.

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FREDERICTON, NEW BRUNSWICK, THURSDAY, DECEMBER 13, 1917

TWO CENTS PER COPY

THE BRITISH REVERSE ON CAMBRAI SALIENT SUBJECT OF INQUIRY

Mr. Bonar Law Announces That an Investigation Will be Held--Thinks an Explanation is Needed--Will be Guided by Expert Opinion.

(Canadian Press direct wire.)

LONDON, Dec. 12.—The British government will investigate the reasons for the British reverse on the southern end of the Cambrai salient. This was the assurance given by Andrew Bonar Law, Chancellor of the Exchequer, in answering criticism of military operations in the House of Commons today.

Mr. Bonar Law said that the government's information was that rumors concerning the Cambrai operations were exaggerated greatly and he had been tempted to warn the house that nothing in the shape of a decisive result was expected from that position. On the night in question or early in the morning, the Germans made different attacks upon the British forces near Cambrai. The smallest of these attacks, having regard to the numbers engaged, was on the part of the front where, owing to a surprise, the Germans were able to break through. The other two attacks by larger forces were repelled with great loss to the enemy.

ANY SOLDIER INCAPABLE OF FULFILLING HIS DUTIES WILL NOT BE KEPT IN HIS POSITION

The moment the cabinet received an account of the attack the Chancellor added, they felt there was something needed in explanation, and the first thing the cabinet did was to send instructions to Field Marshal Haig to give the cabinet a full report on all that had happened. The idea was that the government, if it was satisfied that a soldier in any position was not capable of fulfilling his duties, he should not be kept in his position. It is not easy for a civilian with the best information to judge the qualifications of a soldier, and also the government must largely be guided by their experts.

Mr. Bonar Law said a full inquiry would be held and the government would be satisfied that proper action would be taken as a result of it. Accidents of this kind, he declared, were inevitable in war. Even surprises on a misty morning might happen, for which no blame could be attached to anyone. The government and military authorities were determined to discover the whole truth of the matter and take action.

GOVERNMENT CAME IN FOR CONSIDERABLE CRITICISM DURING THE COURSE OF DEBATE

Mr. Bonar Law said that the British movements in Mesopotamia and Palestine were by no means movements of conquest. The British had to defend the position in Egypt and often the best defence was attacked, as had been shown in this case. He was unable to give information of the future operations around Saloniki, but it was absolutely certain that but for the British forces at Saloniki the Germans would have been in possession of Greece and the whole Balkan peninsula, and Germany would regard that as one of the greatest successes of the war.

During the debate there was considerable criticism of the military operations, especially those at Cambrai, in the light of the editorial in the Times. John Dillon, Irish Nationalist, condemned the government for keeping the public in the dark, and said there were rumors that the Germans got three or four miles behind the British lines in the Cambrai affair before they were discovered. He added that on one occasion where supplies were being unloaded, the Germans walked down a street before the British were aware that they had penetrated their lines.

CAPT. BARTLETT KILLED IN ACTION

(Canadian Press direct wire.)
St. John's, Nfld., Dec. 12.—Captain Rupert Bartlett of the Newfoundland Regiment in overseas service, has been killed in action, according to the casualty list received today. He was a younger brother of Capt. Robert Bartlett, of Brigus, Nfld., who commanded Peary's steamer Roosevelt on the expedition which resulted in the discovery of the North Pole. Capt. Rupert Bartlett had twice been awarded the British military cross for valor.

Against Sale of Tickets.

The Ministerial Association of Fredericton after considering the proposal of Manager Stone of the Grand Theatre to sell tickets for a sacred concert to be given on Sunday for Halifax Relief has decided that such sale would not be in accordance with the law. No decision has been reached with regard to the proposed benefit.

RELIEF SHIP AT HALIFAX

(Canadian Press direct wire.)
Halifax, Dec. 12.—The relief ship Northland, the second vessel sent from Boston with supplies and clothing for the destitute here, arrived today.

SUBSERVIENT TO BOLSHEVIKI

(Canadian Press direct wire.)
London, Dec. 12.—The Petrograd correspondent of the Times quotes the Pravda, the Bolshevik organ, as stating that the Constituent Assembly subservient to them, even if force is necessary. The correspondent adds that the Constituent Assembly now stands adjourned indefinitely.

Mr. D. M. Martin of Edmundston, is in the city.

CONTRIBUTIONS IN CASH ARE INCREASING

**Almost \$500 on Deposit—
Building Party will Leave
Tomorrow Night--Head-
quarters Open.**

At the meeting of the local Halifax Relief Committee yesterday afternoon the treasurer reported that the sum of \$131.42 had been contributed voluntarily since the last report, making \$481.76 on deposit at the bank.

It was decided to keep the headquarters in the Edgecombe building, King street, open. Several donations of coal for keeping the headquarters heated have been received from Messrs. Baird, VanWart and Morrison.

A car of supplies now partly loaded is to be sent to Halifax but in accordance with instructions received from Halifax supplies will be kept here until requisitioned for, as a state of congestion now exists in Halifax. The clothing and other supplies all will be needed later.

Builders Going.

Tomorrow evening at 6.30 a party of about twenty carpenters and glaziers will leave by C. G. R. for Halifax under the leadership of Mr. W. J. R. Carten. The Fredericton Labor Council has shown much interest in the organization of this party and Mr. Geo. C. Crawford personally has assisted in the matter. The building material and supplies for the party already have been sent to Halifax.

Offers Motor Trucks.

Hon. P. J. Veniot, Minister of Public Works for New Brunswick, has offered eight large motor trucks with drivers for use in Halifax. He is awaiting a reply. They will be drawn on as soon as required. Hon. Mr. Veniot arrived in Fredericton this morning.

SIR WILFRID'S WESTERN TOUR

(Canadian Press direct wire.)

Calgary, Alta., Dec. 13.—Owing to the late arrival of the train on which Sir Wilfrid Laurier and party travelled from Regina speeches of Sir Wilfrid were curtailed to ten-minute talks, four of which he delivered to packed meetings here tonight. He followed the same lines as in his speeches at Winnipeg and Regina.

Mr. D. Stuart Campbell of Sackville is at the Queen.

Hon. P. J. Veniot, Provincial Minister of Public Works, arrived here this morning.

Mr. R. D. Inness of Woodman's Point, is a guest at the Queen.

ATTEMPTED TO BRIBE THE LIBERAL CANDIDATE

**Serious Charge Made by Mr. N. W. Brown
in an Affidavit Read at a Meeting at
Burt's Corner.**

Mr. N. W. Brown, Liberal candidate in York-Sunbury, addressed a large meeting at Burt's Corner last night. Mr. Spencer Brewer was the chairman and the speakers were given an attractive hearing. Mr. P. J. Hughes, of Fredericton, also addressed the meeting.

The feature of the gathering was the reading by Mr. Brown of an affidavit in which he stated that Mr. Gordon A. Grant, of Fredericton, had approached him at his home in Southampton and offered him \$4,000 to withdraw from the contest, and later when he was on the train coming to Fredericton to file his nomination papers, again offered him \$5,000 to prevent his papers from being filed. The affidavit follows:

PROVINCE OF NEW BRUNSWICK, COUNTY OF YORK.

I, Nelson W. Brown, of the Parish of Southampton, in the County of York, Farmer, do solemnly declare:

(1) That I am the candidate for the Liberal party in the constituency of York-Sunbury.

(2) That I was nominated a candidate of said party at a convention held in the City of Fredericton on the fifteenth day of November last.

(3) That on Sunday, the eighteenth day of November last, Gordon A. Grant, of the City of Fredericton, Agent, made an appointment with me on the telephone and came to my home at Southampton later the same day.

(4) That while at my home the said Mr. Grant asked me to go into the wood house with him, and while there he offered me the sum of \$4,000.00 if I would retire from the election. I refused. The said Mr. Grant said that he had tried to get \$5,000.00, but \$4,000.00 was "as high as they said they could go." He further stated that they could hold the train and make me too late to file my papers.

(5) That on the following day I came to Fredericton to complete and file my nomination papers. After we had left Springhill Station, the news agent informed me that a man wanted to see me in the baggage car. I went out and found the same Mr. Grant there. The said Mr. Grant informed me that he had got on the train at Springhill, and that he had got another \$1,000.00, and he would give me \$5,000.00 if two o'clock passed and no nomination papers were filed against McLeod.

And I make this solemn declaration conscientiously believing it to be true and knowing it to be of the same force and effect as if made under oath by virtue of the Canada Evidence Act.

(Sgd.) NELSON W. BROWN.

Declared before me at the City of Fredericton, in the County of York, this 12th day of December, A. D. 1917.

(Sgd.) F. H. PETERS,
A Commissioner for taking affidavits to be read in the Supreme Court.

Enquiry Into Cause of Halifax Disaster Begun

CAMPAIGN DRAWING TO ITS FINISH

The Federal election campaign in York-Sunbury is drawing to its close. Last night there were Liberal meetings at Burt's Corner, Fosterville, Upper Hainesville, Brockway and the Fredericton committee rooms. The meeting at Burt's Corner is mentioned elsewhere in this paper. At Fosterville the speakers were Messrs. W. P. Lawson and John Depow, at Upper Hainesville Messrs. J. C. Burpee and E. C. Atkinson, at Brockway ex-Coun. David Essensa and Mr. Clarence Goodspeed, at the local committee rooms Ald. C. W. Burnett and Prof. J. T. Hebert.

Unionist Gatherings.

The Unionist meetings last night were at Cross Creek, Estey's Bridge, Lakeville, Lakeville Corner and the Fredericton committee rooms. Mr. Fred C. Squires of Woodstock, Ont., Mr. Macpherson and Mr. Stanley Douglas spoke at Cross Creek. At Estey's Bridge the speakers were Mr. C. D. Richards and Coun. H. A. Smith and at Lakeville Messrs. J. C. Burpee, T. J. Carter of Andover and Mrs. Robert FitzRandolph. Messrs. W. S. Tompkins and R. D. Inness spoke at Lakeville Corner. At the Fredericton committee rooms addresses were delivered by Messrs. J. D. Palmer and W. L. McFarlane. The attendance was large and the interest keen although the rally followed closely on the big meeting in the Opera House.

OTTAWA HAS SERIOUS FIRE

(Canadian Press direct wire.)

Ottawa, Dec. 13.—Fire which broke out in the Arcade building, on Queen street at 2.30 this morning and spread to Sparks Street, Ottawa's main business thoroughfare, did damage estimated at \$250,000 before it was placed under control.

Returned from Halifax.

The Earl of Ashburnham has returned from Halifax where he went on relief work. Conditions in Halifax still are bad, he declares. While in that city he saw bodies being taken from the ruins. While he was there fires still were burning in various places.

Capt. of the Munitions Ship the First Witness---Tells the Story of the Col- lision---A Big Array of Counsel in Attendance.

(By Canadian Press direct wire.)

HALIFAX, Dec. 13.—The official enquiry into the collision between the French steamer Mont Blanc and the Canadian Relief Steamer Imo on December 6th, was opened this morning before Mr. Justice Drysdale, Judge in Admiralty, who is assisted by Captain Howes, R. N., and Wreck Commissioner Demers, acting as nautical expert assessor.

Counsel in the case are W. A. Lawrence, C. C., for the Dominion Government; Humphrey Mellish, K. C., for the owners of the Mont Blanc; C. J. Burchell, K. C., for the owners of the steamer Imo; Frank Bell, for the City of Halifax; Andrew Clukey, K. C., for the Government of Nova Scotia, and T. R. Robertson, K. C., for the Halifax Pilotage Commission.

Joseph P. Nolan, New York, regular counsel for the owners of the Mont Blanc, was extended the privilege of the bar.

When the enquiry opened only the members of the commission, counsel, witnesses and a few newspaper men were present, the general public apparently being too busy rebuilding to attend the session.

EVIDENCE OF WITNESSES IN THE HOSPITALS WILL BE TAKEN BY STATUTORY DECLARATION

At the outset Mr. Henry asked for the exclusion from the court of all witnesses except Pilot McKay and Capt. Lamodee, of the Mont Blanc, and Alex. Johansen, the steward of the Imo, the principal witnesses. Mr. Burchell asked for the exclusion of all witnesses except the one giving evidence.

It was ultimately decided to allow the three witnesses named to remain. Mr. Henry said he proposed to secure the evidence of witnesses in the hospital by statutory declaration. He would examine alternately the men from the ships so that the testimony on both sides could go in the records together. He also intended to take evidence in a number of acts of heroism which he thought should go on the records.

CAPTAIN OF THE MONT BLANC SAID THAT AT NEW YORK CARGO WAS HERMETICALLY SEALED

Captain Lamodee was the first witness called. He said the Mont Blanc was loaded at Gravesend Bay, New York, with a cargo of T N T, gun cotton and dry picric acid and a deckload of benzol for the French government. He described the distribution of the explosives in the holds and said the T N T was separated from the acid by special wooden partitions. At New York all necessary precautions were taken against an accident. The partitions to the holds were of wooden construction covered with tar cloth. The cargo was hermetically sealed and nobody on board was allowed to see it. The ship had not carried munitions before.

FRENCH GOVERNMENT HAD FORBIDDEN THE USE OF LIQUOR ON THE STEAMER MONT BLANC

Captain Lamodee said the ship came to Halifax to receive orders where to join her convoy. He received his orders from the British authorities. Pilot McKay came on board at Halifax the evening of December 5. He was absolutely sober. No liquor was on the Mont Blanc, as it had been forbidden by the French government. The morning of the collision was quite clear. Proceeding up to Bedford Basin, they first sighted the Imo at 8.30. He had just passed a war vessel on the eastern side about one hundred feet distant. They were then 120 feet from the Dartmouth shore. The Imo was taking a direction across his course. The starboard side of the Imo was visible to them. He gave one short blast on his whistle to indicate he had seen the Imo and to show the Mont Blanc was going to the right. Being near the shore, he had to be careful about going too far to the right. The engines were ordered to slow.

THE CAPTAIN SAW COLLISION WAS INEVITABLE AND TRIED TO AVOID STRIKING A VITAL SPOT

The Imo replied by two short blasts. He thought the Imo changed her course, though it was difficult to determine this as she was against the land. He noticed later that the Imo came a little more to the left. He had in the meantime given another short blast and stopped his engines. The Imo gave two short blasts when the ships were about 150 feet apart.

The collision was inevitable at this point. Capt. Lamodee ordered his engine astern and put the helm to starboard so that the Imo would not strike the hold where the picric acid was, as he knew the impact would set it on fire. He was not successful. The immediate effect of the collision was that thick black smoke poured from the hold. He thought the ship would blow up at once.