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YESTERDAY IN THE HOUSE OF COMMONS

Mr. Pugsley Preaches Economy and Recommends Cutting Down Salaries of Immigration Agents. Thrift and Production Campaign to be Organized.

(From our Own Correspondent.) OTTAWA, March 23.—Urging that civil servants whose services had been rendered temporarily unproductive by the war should be dismissed, the Opposition in committee to-night moved to cut in half an item in Interior Department estimates. Hon. Wm. Pugsley of St. John made the motion, alleging that as there was no European immigration during the war, salaries to immigration agents there should be cut off and the offices closed. Mr. Pugsley also criticized the Government for having at the outset of the war guaranteed to civil servants on active service their full salary, stating that only the difference between their civil and military pay should then have been allowed.

viding for a settlement of little troubles which have arisen in connection with the surrender of St. Peter's Indian reserve. In all some \$4,000,000 in Interior Department estimates were passed. (From our Own Correspondent.) OTTAWA, March 23.—A thrift and production campaign is being launched by the Departments of Finance and Agriculture in Canada. The patriotism and production campaign conducted by the Agricultural department itself after war broke out accomplished splendid results, producing, with the assistance of nature, a wheat crop which broke all Dominion records. It is desired to keep production up to the high mark which has been set and also to promote individual savings. Canada, is a new country, has not in the past been a very saving one, as are England and France, for instance. The idea is to carry on a big advertising campaign during the next six or eight weeks throughout Canada. As regards Western Canada it will be initiated at once in view of the early commencement of seeding operations. The object of the effort will be to increase production in all lines and to preach thrift and economy with a view to promoting saving among Canadians to the end that the war may be financed. In England and all the other allied countries such campaigns have been carried on in one way or another and have produced their result.

Refugees Living In Petrograde

PETROGRAD, March 22.—For almost the first time since the outbreak of the war, one finds himself when travelling on a neutral vessel from New York to Bergen, Norway, en route to Petrograd, very nearly out of touch with the different versions. The ship's captain is to very neutral that no wireless messages of interest are allowed to reach the passengers and the daily paper on shipboard is practically given over to what are doubtless most interesting novels in Norwegian.

available for taking the vast quantity of baggage from the ship to the station and the passengers had to go on foot. Although the war has now been going on for so long, and in spite of the fact that the only route between Russia and England and the United States is that by way of Bergen, Christiania, Stockholm and on around the Gulf of Bothnia, by Haparanda and Tornen, thence across Finland to Petrograd. The Scandinavian authorities have apparently been unable to devise any system of speedy and comfortable through travel between Bergen and Haparanda, the last Swedish town on the Finnish frontier. A little co-operation between the two countries would give great results in running through carriages and sleepers with sealed baggage cars between the two ports. At present there are three changes of cars and four examinations of baggage between arrival in Norway and departure from Sweden, without counting the Russian or Finnish part of the trip.

AMERICAN PURCHASES OF SILVER FOX SKINS

Following is Consul Pierce's first Consular report from Prince Edward Island as published in the U. S. Commerce Reports of March 7th. "The shipments of fox skins from Prince Edward Island to the United States during 1915 were valued at \$37,263, and for the period from January 1 to February 19, 1916, they amounted to \$81,402. Many more of the standard breed and inferior breeds of ranch raised foxes were pelted in Prince Edward Island within the last two months than ever before, chiefly on account of the heavy slump in the price of foxes for breeding purposes in 1916. Probably a fair valuation of standard ranch-bred silver-black foxes for the three months from November 1, 1915, to February 1, 1916 would be \$1,000 to \$1,200 per pair. First-class skins have recently brought high prices in the American markets. Therefore it appears advantageous to the ranchers to sell at least a part of their stock rather than carry all of it on a reduced though gradually rising market. The pelts were marketed in the United States, as that country offers at present the best prices. According to a recent report by the fur-sales board of the Island, there is a great demand in the American markets for the skins of registered Prince Edward Island bred foxes. High prices were paid for skins sold by members of the board in Boston and New York. In 1915, 20 were sold at an average of \$726; 10 of these brought an average of \$945 each; 8 brought \$1,000 each. The fur sales board recommended closer study of pelt values by ranchers, greater care in taking off the skins, avoidance of unnecessary haste in putting them on the market, and the collection of the furs and matching them by experts on the Island before exportation.

ON BATTLEFRONT OF SEVENTY MILES

Russians Capture 1000 Prisoners and Number of Machine Guns After Taking Three Successive German Trenches at Point of Bayonet. Russian Successes are Continuous. Austrians admit Signal Defeat at Hands of Russians. Situation Around Verdun Practically Unchanged the Enemy Unable to Advance but Continuing his Artillery Bombardment.

(Special to the Guardian.) PETROGRAD, March 23.—While admitting that it is not yet clear whether the fighting in progress south of the Dvinsk signifies a general advance of the Russian troops in that sector or whether it is intended as a demonstration to attract German forces from the Franco-German front, military critics lay emphasis upon what they allude to as the universal success of the attacks during the last few days, the viciousness of which is pointed to as being sufficient to have made an impression upon the German general staff. The Russians are operating in three groups, covering a front of seventy miles, but the most vigorous fighting is reported to have occurred in the vicinity of Lake Narocz, where the Russian drive carried them through three lines of German trenches heavily protected by wire entanglements. The Russians resorted to their favourite method, that of attacking the Germans in the face of desperate resistance and capturing more than 1,000 men, including seventeen officers, a dozen machine guns and other booty. The Germans are invariably countering the Russian attacks by advancing at other sections of the line, but from all appearance, according to military observers, the Teutonic efforts lack co-ordination and it is evident that in spite of recent concentrations of additional troops in this region the Russians anticipated any plans their adversaries may have had for a concerted offensive here. The German strength was estimated last autumn to be eight corps of infantry and several cavalry divisions in this region, but these have since been considerably augmented. Important success is recorded on the Galician front, where the Russians captured the crossing of the Dulester at Mikhalche. An Austrian official communication is cited in reference to this victory, as it admitted that the Austrians were obliged to abandon this position following a six month's defence after the fortifications had been reduced by Russian artillery.

(Special to the Guardian.) LONDON, March 23.—Except on the front near Gommece and Bethano, La Bassée road, where the British gained some advantages in fight against the Germans, no infantry engagements have taken place along the line in France or Belgium. Heavy fighting, however, continues between the Germans and Russians on the eastern front from a distance of seventy miles. The Germans north-west of Verdun are keeping up a violent shelling of the Malancourt sector and have again trained their guns on the French front at Bethancourt, Le Mort Homme, and Cumieres, probably preparatory to a break through the line when the moment seems propitious. The French have not slackened their bombardment of Malancourt wood from positions in Argonne forest and are also shelling vigorously the German positions and roads and railways held by the Germans in the eastern part of Argonne. The bombardment to north-east of Verdun as well as in the Woëvre region to the east of the fortress, has increased in intensity. Heavy masses of Russians are pressing the Germans from the Riga district southward for a distance of seventy miles. While they gained some advantages the Russian War Office admits that south of Lake Dreswia the Russians had taken the previous night. The Russians have again pierced the opposing line in the distance of seventy miles to a German official communication "not even the smallest advantage against the unshaken German defence" has been obtained anywhere in the great offensive which the Russians have undertaken in north-west Russia. While the Russian successes the Russians ceased their vicious attacks in the neighbourhood of Postavly, eastward of the railway between Dvinsk and Vilna, Russia officially announces that the fighting there continues, that south-west of Lake Narocz the defence after the fortifications had been reduced by Russian artillery.

(Special to the Guardian.) PARIS, March 23.—An official statement by the French war office tonight says: "North of the Aisne we directed a destructive fire on German works on the plateau of Vaucleur. In Argonne we carried out numerous concentrations of our fire on enemy organizations, roads and railways of the eastern Argonne and on the Malancourt wood. To the west of the Meuse bombardment persists in the region of Malancourt and against our front of Bethancourt, Lemortre Homme and Cumieres. East of the Meuse and in the Woëvre artillery action developed a certain intensity. There was no infantry action during the course of the day. In the Vosges we bombarded enemy cantonments in the environs of Mulbach. A Belgian statement says on the greater extent of the front artillery activity on both sides is normal. North of Steenstraete, however, an artillery duel of unusual violence occurred during the course of the day, March 23rd, we everywhere effected counter shell the enemy batteries. PARIS, March 23.—This morning's official statement says that a violent bombardment took place last night to the east of the river Meuse. Fire continued to the west of the Meuse and the general situation is unchanged.

Norwegian Ship Seized By British

LONDON, March 22.—The arrival at Copenhagen of the Norwegian steamship Kong Inge, in charge of a British prize crew, of six men, is reported by Reuters Copenhagen correspondent. The Kong Inge from Christiania was stopped yesterday by a British submarine off Falenberg, Sweden. After the ship's papers had been examined the Kong Inge was ordered to proceed to Leith with the prize crew. Her supply of coal was insufficient, however, and she put in at Copenhagen.

Crossing in Trunk; Failed to Escape British Inspectors

LONDON, March 22.—After crossing the Atlantic from New York, in his wife's trunk, Captain Roewer, a German engineer, was detected by the British at Kirkwall and interned, according to a story appearing in Danish newspapers today and forwarded by Reuters Copenhagen correspondent. Captain Roewer was an engineer at Kirau Chua, China. He escaped after the capture of Kiau Chau by the Japanese and made his way to New York, whence he and his wife sailed for Copenhagen. To escape detection the captain arranged to cross the Atlantic in his wife's cabin trunk. He remained in the trunk during the day time, breathing through a ventilator inserted over the name plate, and emerged from the trunk during the night. None of the passengers suspected the ruse, although it was noticed that exceptionally large meals were sent to Frau Roewer's cabin. At Kirkwall the captain left the trunk, fearing he would be detected when inspectors searched the luggage, and was caught in the packing room. He was interned, but his wife was permitted to proceed, reaching Copenhagen yesterday.

Russian General Removed for Cause

PETROGRAD, March 23.—A semi-official announcement says that General Southkholimoff has been removed from the council of the Empire by an Imperial ukase. He resigned as Minister of War last June. There were charges of alleged illegal acts by him and responsibility for the shortage of munitions.

"RALPH CONNOR" TRANSFERRED TO THE FRONT.

LONDON, March 22.—Major C. W. Gordon, Winnipeg, better known under the pen name of "Ralph Connor," has been transferred from Shorncliffe to an infantry brigade at the front as chaplain. His place as senior chaplain of the Canadian forces in England has been taken by Rev. G. A. Wells, of Winnipeg, who has now been promoted to Major.

NOVELIST IS DEAD.

LONDON, March 21.—Frank Danby (Mrs Julia Frankau), the novelist, died yesterday in her home in London.

THE WEATHER, TEMPERATURE, TIDE, MOON, ETC.

(Special to the Guardian.) TORONTO, March 24.—Morning: Decreasing north-west and west winds, fair and cold. THE WEATHER.—Yesterday was stormy, with a heavy snowfall, continuing during the day and night, moderating somewhat towards morning. The tide will be high this afternoon at 1.12 and tomorrow at 1.47; it will be high tomorrow morning at 2.54 and Sunday at 3.56. The sun sets this evening at 6.18 and tomorrow at 6.20; it rises tomorrow morning at 5.52 and Sunday at 5.50. The moon rises tonight at 12. There was a full moon on Sunday March 19th at 1.27 p. m. The last quarter of the moon will be on Sunday, March 26th at 12.22 p. m. The length of today will be twelve hours and twenty-four minutes.

French Officers Not To Use Moratorium

PARIS, March 20.—One of the first acts of the new Minister of War, General Roques, was the issuance of a circular to all generals commanding the various army districts of France, announcing that the officers, under their orders will not be permitted to take advantage of the moratorium to avoid paying house rent. The moratorium, says the circular, was instituted on behalf of those whose material situation has been modified in indisputable manner by reason of the war, and officers must observe agreements made in time of peace, as only in exceptional cases are they affected peculiarly.

COMING EVENTS, ANNOUNCEMENTS, MEETINGS, ETC.

ONE CENT per word each insertion for advertising in this column. Cash must accompany orders. Minimum charges twenty-five cents. \*Meeting at Hamilton L. O. L., Clyde River will be held Saturday evening, March 25th at 7.30 p. m. All members please attend. 7950-3-24M11. \*\*CONCERT and Pie Social will be held in Millview Orange Hall Friday, March 24th, doors open 7.30. Concert beginning at 8 p. m. If not fine concert will be held Monday evening. Special train will leave Charlottetown at 7.15 p. m. Admission 10 and 15 cents. Ladies with baskets free. 7909-3-24M11. Minard's Liniment cures Colds, etc. Minard's Liniment cures Diphtheria.

THE RECORD STORM OF MANY YEARS

Yesterday's Blizzard Said to be the Fiercest Since 1907. Railways Tied Up and Winter Steamers Unable to Move. Traffic Almost Suspended.

Yesterday was one of the stormiest days experienced in the province for many years. All communication from the outside and between the different parts of the Island was cut off, the steamer and train service being cancelled. A blizzard raged practically continuously for 24 hours and snow to a great depth collected in every nook and cranny. Charlottetown was practically deserted as far as vehicular and pedestrian travel was concerned and very little business was done in any of the stores. None of the schools attempted to open for the day. The storm commenced about three o'clock yesterday morning when a gale blew from the north east accompanied by a heavy snow fall. This continued till about six o'clock in the evening when the wind changed to north west and increased in velocity almost to a hurricane. So far as reports were received last night no fatalities or other accidents occurred, this being probably due to the fact that the storm starting in the early hours of the morning kept people at home or within easy radius of it.

was at the time of going to press. The Prince Edward Island did not venture from her berth in Pictou, but it is expected if the storm moderates, she will make for here this morning. IN THE CITY. The City presented a deserted appearance for the greater part of the day, no one excepting those who could not avoid it leaving the comfort of their homes. The snow drifted in all directions and most of the thoroughfares, by the afternoon, were impassable for horses and sleighs. In the afternoon such sleighs as were compelled to be out used the foot paths and this had the advantage of making these a little more comfortable for pedestrians. The increased velocity of the wind at night, accompanied by a steady snow made it most disagreeable for those who had occasion to be out. Coats and few there were who braved the storm. Nearly all public engagements, including the annual meeting of the Anti-Tuberculosis Society, were postponed, the only reports receiving patronage being the two theatres and the skating rink which were all better patronized than had been anticipated or might have been expected. It is feared there will be a mild reprieve this morning as few of the daily sleighs will be able to reach the city. AN ANNIVERSARY. It is a curious coincidence but perhaps not so curious as might be imagined—as this is the season of equinoctial disturbances—that it is ten years to a day since a similar storm was experienced, and on that occasion it was accompanied by loss of life. Mr Oliver Mason, having perished from exposure on March 21, 1907 while going from Charlottetown to his home in Southport. NOVA SCOTIA ALSO HAD ITS BLIZZARD (Special to the Guardian.) AMHERST, N.S., March 23.—The worst snowstorm for many years has been raging in Amherst since early last night, accompanied by heavy winds. All traffic to town has been suspended. Milkmen have found it impossible to reach the town, schools were closed for the day and a number of the 85th men who have been on recruiting duty in the out stations near Amherst found it impossible to get in. The only trains that reached here to-day were the local No. 18 from St. John, which stays here until the line is cleared, and the Maritime Express No. 4 from the north, which was 9 hours late. All west bound trains have not yet reached Amherst. The Ocean Limited and the C.P.R. combined No. 199, west bound, is stuck in the snow near Londonderry and is now over 12 hours late. The line will not be clear until midnight.

RAILWAY SERVICE.

Only two trains started yesterday morning the Tignish express getting as far as Summerside and the Elmira train getting as far as Souris. Before the other trains were due to start reports were received from along the line that it would be useless to make the attempt as the roads were blocked with snow. Reports received from various quarters stated that the railway was blocked with drifts in all directions. Not since 1907 has such a state of affairs existed on the Island railway. The officials have made all preparations to deal with the situation this morning and instructions have been issued to start a train with two engines and plow for the west as soon as conditions permit, a similar train for Souris, and one for Murray Harbor, while inward trains and snow plows will be dispatched from Summerside, Cape Traverse, Souris and Murray Harbor. The initial difficulty will be to get these trains started as all the yards in the system are completely blocked and it will take hours to get the trains out, but the officials are in readiness for the task as soon as the severity of the storm abates.

STEAMER SERVICE.

Yesterday morning neither the Car Ferry at Pictou or the Stanley at Georgetown left their wharves. The weather in the straits was worse even than on land, it being impossible to see any distance ahead. About four o'clock in the afternoon shortly before the change in the direction of the wind the weather cleared a little and Captain Read taking advantage of this endeavored to make for Pictou, but the Stanley got only as far as Panmure Island when the storm resumed its severity and the vessel became stuck hard and fast in the lee, where she still is not clear until midnight.

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