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WORST DEFEAT FOR HUNS SINCE REPULSE IN 1914

British and Australian Troops Drove Germans Out of Villers Britonneux After Heavy Fighting Inflicting Terrible Losses on the Enemy. British Tanks Did Fearful Execution Among Newly Arrived German Troops Attacking Massed Formations Again and Again. Adding the Losses Sustained by Germans in Entering Village to Those on Being Driven Out Their Defeat is Worst They Have Sustained Since 1914.

(Special to The Guardian)

LONDON, April 26.—The Germans have suffered the worst defeat since 1914. English and Australian troops drove the enemy from Villers Britonneux inflicting terrible casualties in desperate fighting.

(Special to The Guardian)

BRITISH HEADQUARTERS IN FRANCE, April 26.—Our success at Villers Britonneux, beginning with the splendid counter-attack of last night, has been a great performance. It cost the Germans terribly dear to get a footing in the village. It will be scarcely less expensive if they have been cleared out as seems likely. We have without doubt re-established our line.

BRITISH MOBILE TANKS DID FEARFUL EXECUTION

The German tanks did not particularly distinguish themselves, the whole five concentrating upon a single female tank. On the arrival of a male tank the quintet made off. It was two of our light tanks of a small mobile pattern which did fearful execution among a fresh enemy division which had not yet entered the battle since arriving on the western front. These tanks charged the massed troops again and again looking, on returning, as if they had been wallowing in a vast shambles.

BRITISH HOLD ALL HIGH GROUND

An unconfirmed report this morning states that the Germans reached the crest of Mont Kemmel but later reports indicate that it is improbable that the Allies have lost any high

ground. The Germans appreciate the importance of Kemmel so fully that bitter and prolonged fighting in this zone is anticipated. The latest report from Villers Britonneux is that the Germans are believed to be practically all mopped up there. It is expected that we will fully hold it by sunset. Thus the enemy has suffered another defeat which ranks only second to the tremendous repulse he encountered in Flanders in 1914 and on a smaller scale is reminiscent of his reverse at Arras.

GERMANS HAVE OCCUPIED KEMMEL HILL.

LONDON, April 26.—The Germans in their attack on the northern battle front have occupied Kemmel Hill, General Headquarters, chief director of Military operations at the war office, stated this afternoon. General Radcliffe declared it was perfectly possible for the allies to hold on to the Ypres sector even with the Germans on Kemmel Hill but that it was not convenient to have them there and it was hoped to eject them. At Kemmel Hill, continued the General, the Germans gained 2,000 yards on a front of about 1,200 yards, including the important tactical feature of the Hill itself, which gives important observation over all the ground to the north.

"On the Kemmel front the enemy has made considerable progress," said General Radcliffe, in giving his first weekly talk on the Western front situation today. "The latest information is still incomplete, but there is no doubt that the Germans succeeded in occupying Kemmel Hill, a sector involving both French and British troops."

ZEEBRUGGE RAID COMPLETE SUCCESS

Channel Completely Blocked and German Dredger Destroyed, Ostend Route Only Now Available for German Fleet.

(Special to The Guardian)

LONDON, April 26.—The associated press learns from a high naval source that the Zeebrugge operations were a complete success with the result that the Flanders Flotilla will now be obliged to resort to the Ostend route in putting to sea from which the British forces can more easily handle the German ships.

CHANNEL BLOCKED BY CEMENT SHIPS.

In addition to the damage done to the mole and the German guns, material and shipping, the channel has been blocked by the cement ships and a German dredger was destroyed. The loss of the dredger together with the blocking up of the channel must result in the speedy silting up of the waterway and it will take at least several weeks to clear the passage.

TWISTING THE DRAGON'S TAIL

(Special to The Guardian)
LONDON, April 26.—Captain Carpenter of the Vendictive states that before starting on his dash for Zeebrugge Admiral Koyes signalled "St. George for England." The Vendictive replied "may we give the dragon's tail a damned good twist."

COMING EVENTS, ANNOUNCEMENTS, MEETINGS, ETC.

*All members of the Strathcona Institute who intend buying seeds co-operatively will need to have their order placed with the Secretary before Tuesday, April 30th. Secy. Nov. Secretary.

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CHARLOTTETOWN BOY DIED OF WOUNDS ANOTHER SERIOUSLY ILL

The sympathy of all citizens goes out to Mr. George H. Taylor, City upon the sad news which he received yesterday morning informing him that his son, Gunner Arnold Taylor had died of wounds last Sunday which he received in action. Deceased was a splendid type of young manhood whose quiet gentlemanly mien had made him a favorite with all. The telegram stated that he suffered a gunshot wound in the left shoulder. He enlisted in this city, in the 36th, Ammunition Column, under Captain McKinnon, and proceeded with that Unit to Halifax, where he spent a year and a half. He then went into a Toronto Battery.

Mr. Nelson Rattenbury received a telegram yesterday informing him that his son Pte. Benjamin Hacker Rattenbury was seriously ill in Moore Barracks, Shorncliffe, with epilepsy, had whose quiet gentlemanly mien had made him a favorite with all. The telegram stated that he suffered a gunshot wound in the left shoulder. He enlisted in this city, in the 36th, Ammunition Column, under Captain McKinnon, and proceeded with that Unit to Halifax, where he spent a year and a half. He then went into a Toronto Battery.

OTTAWA MINISTERS LEAVE FOR NEW YORK

Sir Robert Borden and Hon. A. K. McLean on Diplomatic Visit to United States Where They Will be Joined by Sir Thomas White.

(Special to The Guardian)
OTTAWA, April 26.—Sir Robert Borden and Hon. A. K. McLean left this evening for New York where they will probably be joined by Sir Thomas White. The purpose of the visit is said to be in connection with the pending negotiations between the British, American and Canadian authorities for the establishment of British credits in Canada for the purchase of foodstuffs and munitions and, incidentally, to stabilize the rate of exchange between Canada and the United States.

CANADIAN CONGRATULATIONS ON NAVAL EXPLOIT

(Special to The Guardian)
OTTAWA, April 26.—The Governor General despatched the following telegram to the First Lord of the Admiralty in London yesterday: "The Government and people of Canada desire to express their admiration for the recent splendid exploit of the British navy on the Flanders coast."

ADMIRALTY ACKNOWLEDGES CANADA'S THANKS.

(Special to The Guardian)
OTTAWA, April 26.—His Excellency, the Governor General, has received the following telegram from the First Lord of the Admiralty: "The Lords Commissioners of the Admiralty, on behalf of the Royal Navy, thank the Government and people of Canada most warmly for their message of congratulations. The Navy are proud to have had this opportunity of getting to grips with the enemy."

VOLUNTARY ENLISTMENTS BY PROVINCES TO 1917

(Special to The Guardian)
OTTAWA, April 26.—The following figures of voluntary enlistments up to 31st October 1917 were given in the House of Commons, this afternoon: Ontario, 191,622; Quebec, 48,924; N. B. and P. E. I., 28,496; N. B., 18,022; Manitoba, 52,781; Saskatchewan, 26,111; Alberta, 32,278; B. C. & Yukon, 42,609; Total, 359,540.

The Nationalities were given as Canadian born 197,473 British born 216,759, other Nationalities 25,601. Total 439,836.

(Special to The Guardian)
OTTAWA, April 26.—Reports described as "extremely gratifying" have been received by the director of Military services from the Province of Quebec, since the announcement of the Government's intention to cancel exemption of class one between the ages of 20 and 22, inclusive. Large numbers of young men in the Province of Quebec have signified their willingness to serve without waiting for the necessary call from the register.

AMSTERDAM, April 26.—Vice Admiral Schroeder, the Commander at Zeebrugge, according to reports reaching here, will be deprived of his command for being taken by surprise by the British. Tuesday, German newspapers represent the enterprise as having been a failure.

IT COST ZEEBRUGGE COMMANDER HIS JOB.

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GOVT. RAILWAY OFFICIALS BEFORE BOARD OF TRADE

Members of Board Strongly Urge Standardization of Island Railway and Other Improvements in the Transportation System.

The visiting railway officials who have been making an inspection tour of the entire line of the Prince Edward Island Railway, reached Charlottetown from Murray Harbor at 1 o'clock yesterday morning. The visiting officials are Mr. C. A. Hayes, the General Manager, Mr. C. B. Brown, Assistant General Manager, Mr. L. B. Brown, General Superintendent, Mr. H. H. Melanson, General Passenger Agent, Mr. A. T. Welton, General Freight Agent, Mr. G. E. Smart, Master Car Builder, Mr. W. E. Appleton, General Master Mechanic, Mr. H. Condon, General Auditor, Mr. J. E. Long, Fore Engineer, Mr. C. W. Tritton, Mr. J. L. Koolhan, Mr. T. M. Moore and Mr. Leo Cormier.

Yesterday they made an inspection of the S. S. Northumberland, the railway yards and shops and at 4 o'clock in the afternoon they met the members of the Charlottetown Board of Trade in the Board Room to discuss matters of local interest in connection with railway transportation, mails and passengers.

Among those present besides the officials were Mr. T. B. Crady, Superintendent of the P.E.I.R., Mr. P. W. Clarkin of the Freight Department and the following members of the Board of Trade: The President, Mr. H. V. Buntin and Messrs. W. F. Hammarsh, J. J. McKinnon, G. W. Moore, G. W. Gardner, L. B. Brown, C. H. Chandler, G. W. Harrison, W. H. Allison, A. A. Dickson, James Paton, M. L. A. H. R. Hibbin, J. Webster, R. E. Maitland, G. D. DeBono, J. O. Hyndman, A. E. Morrison, W. K. Rogers, P. W. Turner, P. S. Brown, William T. Welton, A. A. Pomroy, N. Rattenbury, S. A. Melanson, J. P. Gordon, E. T. Hughes and R. H. Jenkins.

Mr. Buntin, in introducing the delegates to the present said that it was a pleasure for the members of the Board of Trade to meet Mr. Hayes, the General Manager of the P.E.I.R., and that many of the members present have a warm feeling towards him, and always appreciated his visits here on any occasion when he has been in the province. He mentioned that some of his other officials have also many friends here whom they esteem it a pleasure to meet and renew acquaintances.

Mr. N. Rattenbury brought up the matter of standardizing the Island railway, which he believed would be a pleasure to the members of the Board of Trade. He mentioned that the P.E.I.R. with such large freight traffic could show such heavy deficits each year. This was one of the arguments which militated strongly

against the island when the matter of standardizing came up before the Ministers at Ottawa.

Mr. W. F. Tidmarsh spoke of the great quantities of freight which accumulated on the Island railway. He believed that the P.E.I.R. was an integral part of the C.P.R. and wanted to know why it should be treated as a separate and distinct railway. He thought that the system of accounting was altogether wrong.

Mr. Hayes replied as far as the details are concerned, P. E. Island is in the fashion with the rest of the railways and referred to the fact that the Island road is not on a system of mileage, but receives an appointment rate for 27 miles whereas there is really a total of only 167 miles. He could not say why P. E. Island has been kept separate in the accounting. It appeared to be a legacy handed down from long years before.

Mr. Tidmarsh pointed out that with the present narrow gauge it will be impossible to handle the amount of freight which will be offering this fall. He showed that during the months of October and November last year 22,306 tons of cargo were handled at Charlottetown, Borden and Summerside in a period of 18 1/2 days and a million more barrels of potatoes would have been shipped with the proper facilities to do it. It has been estimated that this fall there will be 165 cars to be handled each day in order to keep the line clear.

Mr. Hayes asked how much of this business is going to be done in the fall in normal times.

This brought replies from Messrs. W. H. Allison of Carvell Bros., Nelson Rattenbury, James Paton, R. E. Maitland, Alfred Dickson, C. H. Chandler, J. O. Hyndman and Mr. Tidmarsh, who all expressed the opinion giving excellent reasons for so this being the case. They maintained that with the very favorable rates obtaining on an account of being able to ship at all times that this was the natural and really practical course.

Mr. H. V. Buntin, the President, said that he had facilities were provided for transferring out at Borden, the cost of which at the present time is very expensive. Mr. Hayes pointed out that they would go into this matter upon their arrival at Borden the following day. He saw the great necessity of something being done in connection with this.

Mr. W. K. Rogers, wanted to know what was the likelihood of an increase of time to be made in connection with the present long delay at Sackville and Borden.

CLOSING OF THE PROV'L LEGISLATURE

After the Premier Had Briefly Referred to the Session His Honour Prorogued Parliament.

The Legislature was prorogued yesterday afternoon at 2:30 o'clock by His Honour the Lieutenant Governor, after a remarkably short session. After some bills had been given a third reading and passed and the business of the House finally concluded, the Premier made a brief and happy speech in which he remarked on the work of the session in general and the satisfactory way in which the members had cooperated as far as possible on expedient matters. The House, he said, could congratulate itself upon several things. In the first place, so far as he could see, by the records, it had been the shortest session for a great many years. In fact, he did not know of any session that had been shorter. In the second place, it was a record session from the fact that for the first time within the memory of those in the House, there had been no all night sessions; that the business had been conducted without the necessity of forcing anything through the House. Those were two facts upon which the members might well congratulate themselves. Another pleasing circumstance was that there had been no session since he had been in the House, in which the affairs had been conducted with more expedition and despatch. This reflected very favorably on the Speaker, who had been able to keep the House in such excellent order. He thought it would be only proper too to commend the members of the Opposition for the very moderate way in which they had made their criticisms, and for the fact that they had not occupied the time of the House unduly in useless discussion. There had been a great deal of business done in the present session. Some very long acts had been passed, such as the Prohibition Act, which was one of the longest that had been put through the House in many years, and the Town Planning Act, Fox Tax Act and a number of other measures. It was true that at times the Opposition had offered criticism that the Government did not altogether agree with; but he said, they must remember that the Opposition would criticize. "It is part of their duty to criticize," he said, "and it sometimes they criticize unadvisedly, why, we have to bear in mind that they have to make their criticisms as well as the Government. Speaking for myself personally, I have tried to be fair to the Government and I will try to be fair to the Opposition. I think that any member who has done his duty in the House should be commended for a job well done. I think that any member who has done his duty in the House should be commended for a job well done. I think that any member who has done his duty in the House should be commended for a job well done."

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There had been no all-night sessions were due to the tactful diplomacy of the Premier, whose courtesy and kindness were appreciated by the members of the House.

His Honour assented to the following bills:

To incorporate the Kingston Rural Telephone Company.

To amend the Town of Alberton Incorporation Act.

To vest certain lands in the Town of Summerside.

To incorporate the Trustees of the Owen Connolly Will.

To incorporate J. D. Jenkins, Company Ltd.

To vest certain lands in the Trustees of the Presbyterian Church at Stanley Bridge.

To incorporate the East River Rural Telephone Company.

To incorporate the Newport-Leitch Rural Telephone Co.

To provide for the appointment of Commissioners for the promotion of agriculture of Legislation in Canada.

To incorporate the Hughes Drug Co. Ltd.

To incorporate the Corvaise Registered Sheep Ranch.

To amend the Georgetown Incorporation Act.

To incorporate the Cherry Valley Rural Telephone Co. Ltd.

To amend an act to incorporate a Law Society and Amending Act.

To amend an act to repeal certain Acts re the Church of England in this Province.

To amend an act incorporating the Silver Black Fox Breeders' Association.

To authorize Walter J. Marter to change his name to that of Walter J. Green.

To further amend the City of Charlottetown Incorporation Act.

To incorporate the Springfield and West Cape Rural Telephone Co. Ltd.

To impose a tax on income derived from any real property.

To incorporate the West River Rural Telephone Co. Ltd.

To amend the Beaver Protection Act.

The Statute Law Amendment Act 1918.

The Prohibition Act 1918.

An Act respecting Time, War and Health Tax Act.

An Act respecting planning and development.

THE HONOUR THE LIEUTENANT GOVERNOR PROROGUES HOUSE.

His Honour read the following speech from the Throne:

Mr. Speaker and Members of the Legislative Assembly—

I congratulate you upon the expeditious and business like manner in which the session has been

conducted and the fact that the fact that the estimates have gone through the House this year without the necessity of holding any all-night sessions.

Since last session a former member of this House, who acquired honours at the front having started as a young lieutenant, and at experience, but having, through his ability and courage, risen to the position of a major on the field of battle, has been killed. I am sure we are all sincerely sorry that a young man of such promise should have been cut off in the prime of life. I refer to Major Temple Macdonald, the former representative for Charlottetown.

Since we last met, a member of this House has suffered bereavement through the loss of his son, who was killed while defending his country and Empire in the great war.

I refer to the former member, who has made the supreme sacrifice for our country, and it should lead us to do all that lies in our power to forward the great cause of liberty and freedom. It is only when the matter comes down to ourselves that we fully realize the effects of the terrible struggle that is going on. Every day we hear of a sacrifice who has made the supreme sacrifice for our country, and it should lead us to do all that lies in our power to forward the great cause of liberty and freedom. It is only when the matter comes down to ourselves that we fully realize the effects of the terrible struggle that is going on. Every day we hear of a sacrifice who has made the supreme sacrifice for our country, and it should lead us to do all that lies in our power to forward the great cause of liberty and freedom. It is only when the matter comes down to ourselves that we fully realize the effects of the terrible struggle that is going on. 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