

# ITALIANS STRIKE HARD IN TRENTINO

## AUSTRIANS FORCED TO YIELD MORE GROUND

Driven from Strong Positions in the Leno Valley by Furious Attacks of Gen. Cadorna's Armies.

Rome, Sept. 11.—Italian troops have captured a string of positions in the Leno Valley, on the Trentino front, the war office announced today. Ground was gained also in the Upper Posina Valley. The announcement follows:

"In the zone between Vallarsa and the head of the Posina Valley yesterday, after artillery preparation was hampered by thick mists, our infantry captured a strong entrenchment at the bottom of the Leno Valley. Between Monte Spil and Monte Corvo they completed capture of the trenches still left in the enemy possession after the fighting of September 7. Progress also was made on the ground north of Monte Pasubio and on the northern slopes of Cornio del Costo. In the Upper Posina Valley, on the remainder of the front there were only artillery actions.

"Our batteries destroyed military depots near St. Lancel, north of Rovereto. The enemy ineffectively shelled Capri, in Cordovale Valley, and Corina d'Ampezzo.

"An Austrian aeroplane dropped bombs on Sondrio without inflicting any damage."

Vienna Statement.

Vienna, via London, Sept. 11.—Italian attacks in various sections of the front have been repulsed by the Austrians, says the official communication issued by Austro-Hungarian headquarters today on operations in the Italian theatre. The statement follows:

"On the front between the Adige and the Adige the Austrians developed increased activity. Our hill positions in this sector were subjected to strong artillery and mine fire yesterday. On the Monte Spil-Monte Testa sector the advance of several enemy battalions was repulsed.

"In the Pustulua region the enemy penetrated our trenches at two points. Our counter-attacks drove him out immediately, sixty-eight prisoners falling into our hands. An enemy attack against Monte Malo failed. On the rest of the front, and in the southwest, artillery duels took place in several sectors with generally moderate intensity.

"Southeastern theatre: On the Vojussa, Albania, there is nothing to report."

## THE 'HUNS' OFFICIAL MIND

Fiction on which the Germans have fed—No New Illusion.

(Daily Express Correspondent.)

New York, Sept. 3.—The course of the war from the German point of view is described in a fascinating book by Colonel Feyer, the eminent military critic of the "Journal de Geneve," to whose mastery war analyses General Joffre himself has paid tribute.

Colonel Feyer's interesting volume analyses the German state of mind—the official mind as described in the official bulletins of the General Staff; and it is the subject of a remarkable editorial review in the New York "Tribune."

As the Swiss commentator points out, says the reviewer, there was first the sublime confidence which rested on the complete faith in the army. Paris was to be reached in six weeks. French, Belgian, British armies were to be destroyed. Sedan and Waterloo were to be repeated.

In the tone the first German official reports were framed. The resistance at Liege was minimised—the fall of the town was announced long in advance of the fact. Since it finally fell, this inaccuracy was of no importance. Decisive victories over the French in Champagne, the British at St. Quentin, which never took place, were put forth—always based on the supreme confidence that the enemy would be defeated and the details would be insignificant after the fact.

Battle of the Marne.

If the fact cured the fiction, however, in the case of Liege, no fiction could cure the facts as to the battle of the Marne. Accordingly the German General Staff suppressed the battle of the Marne. It never took place, so far as the German public are concerned. For ten days the official bulletins were silent as to the army "before Paris."

When the bulletins began again it was on the subject of the new offensive at the Aisne. It never took place. This in turn merged itself into the advance to Calais. Paris was forgotten, the Kaiser went to Flanders, and the advance to the Channel was the only topic of official statements.

Again supreme confidence produced

## DEATH TOLL 248 WHEN ITALIAN DREADNOUGHT LEONARDO DA VINCI BLEW UP ON AUG. 2

Rome, Sept. 11.—A total of 248 lives were lost when the Italian dreadnought Leonardo Da Vinci caught fire and blew up in the harbor of Taranto, Italy, on August 2, says an official admiralty statement today.

"Twenty-one officers and 227 men perished in the fire and explosions on board the warship Leonardo Da Vinci on August 2," the statement reads.

"The first speedy investigation established that the disaster was not due to faulty ammunition, nor to a criminal cause from without the ship.

"The Minister of Marine nominated a superior committee of inquiry, with the fullest powers, presided over by Admiral Canevaro, to determine whether the accident had any connection with incidents of a criminal nature which occurred in the country recently, apart from the navy.

"Another technical committee will consider the best means of refloating and repairing the warship."

Newspaper despatches from Turin, on August 15, reported the blowing up of the Leonardo Da Vinci explosion was not given. The ed at 800. It was stated that the battleship could probably be righted and refloated. The exact date of the explosion was not given. The Leonardo Da Vinci displaced 22,200 tons, was 576 feet long, had a main battery of thirteen 12-inch guns and carried a total complement of 897 men.

extravagant forecast. The official bulletins again announced as having occurred the things German generals planned should happen. But again the fact was different. Calais did not fall, as Paris had not fallen. The battles of Flanders were repetitions of the battle of the Marne.

Thereafter Germany turned east. She began her great drive into Russia. Yet once more the official faith led to bad official forecast, and, what was worse, to the publication as fact of what German soldiers hoped and expected would happen. Russia was only to be put out, but she was put out.

German official, semi-official, and officious comment ten months ago affirmed the Russian incident as closed. Petrograd must ask for peace. Instead, however, the Czar replaced the Grand Duke, and Russia demonstrated her purpose, as she has later demonstrated her power, to "carry on."

Balkan Drive.

Once more German public opinion was mobilised, this time to the tune of the Balkan drive. Belgrade, Sofia, Constantinople, Suez, Cairo—this was the route of Teutonic conquest. Britain was to be brought to her knees by attacks on Egypt and even on India. The Egyptian Protectorate was described as Britain's "heel of Achilles," as the crumbling cornerstone of the British imperial edifice.

Still more delusion. The road to Constantinople was cleared, but after months Suez is forgotten—there has been no drive and there will be no drive by German organised Moslems across De Lesseps' ditch. Instead the Russian is advancing from Erzerum and Trebizond, and German troops in the Balkans are going home to fight.

So last winter German official news turned to fresh pastures. Verdun was to be the end of France. France, exhausted, betrayed by Britain, deserted by Russia, weak in spirit, broken by losses, was to be eliminated by one rude thrust.

For the last time the fiction broke with the fact. France was not exhausted. Verdun did not fall, and France, still erect, still determined, faced her ancient foe with equal confidence and with new hope born of the most splendid achievement in her two thousand years of military history.

Go back now over the list of official, nourished illusions, and it is plain why the German Government is now almost plaintively appealing to popular confidence. It promised Paris; it promised Calais; it promised Russian collapse; it promised Suez and British surrender; it promised Verdun and French yielding.

Six weeks to Paris and then peace, after a short campaign against Russia. Peace before snow flew after the Russian drive of last summer. Christmas at home after the Constant inople parade. Verdun and peace before spring. This is the food on which the German public has been fed.

Not one thing of all the promises has come true. France, Russia, Britain, with Italy to boot, are advancing; they are not eliminated, they are not down-hearted. They have not lost courage, hope; the German bulletins are the best evidence that they have not lost strength. Here at last is a solid, palpable fact, not to be abolished like the battle of the Marne, not to be obscured like the failure to get Calais.

Germany has no new illusion to replace the vanished hope. She cannot break out in a new offensive. It has come to a point where she must hold, hold hard, hold with all strength and desperation against superior numbers and equal preparation.

There has been nothing more significant than this German appeal since the war began. No more complete, patent, undisguised confession. The superman idea has not worked. The machine, the supreme machine, the marvellous efficiency, the all-conquering Kultur have not worked.

The lie is dying. Millions and millions of German men and women are approaching the light. The military force that was to make them masters of the world, for the sacrifice of their individual will, now comes on its knees to ask a measure of confidence. It has not paid; it cannot now or ever pay. A million Germans have died; thousands are dying daily, east and west. Millions more are hungry. Paris, Calais, Moscow, Suez, Verdun, these are the fictions of yesterday—false and proven false. The facts are written otherwise.

## SHIPPING NEWS

### MINIATURE ALMANAC

(The time given is Atlantic Standard, one hour slower than present local time.)

September Phases of the Moon.									
First quarter, 5th	0h	26m	a.m.						
Full moon, 11th	0h	40m	p.m.						
Last quarter, 19th	1h	35m	a.m.						
New moon, 27th	3h	34m	a.m.						

PORT OF ST. JOHN, N. B.

Arrived Monday, Sept. 11th, 1916.

Str Gov Cobb, Mitchell, from Boston, and sailed.

DOMESTIC PORTS.

Halifax, Sept. 8—Arr: Str Emmanuel (Dan), Cadiz, with salt.

BRITISH PORTS.

Liverpool, Sept. 7—Arr: Str Rebecca M Walls, Halifax.

London, Sept. 7—Arr: Str Sicilian, Montreal.

FOREIGN PORTS.

Boston, Sept. 8—Sld: Schs Pannell Palmer, Hampton Roads; Little Ruth, Swans Island; Lillian, Fall River; Clara A. Donnell, Norfolk and Barre; J. S. Glover, Bangor; Telmah, do; Charlie and Willie, Belfast; Clara J. Duxbury, Mary E. Lynch, St. John, Me; W. H. Waters, Shulee.

Arr Sept 8: Sch Pemaquid, South Gardiner.

Stockton, Sept. 7—Arr: Sch B I Hazard, to load lumber for New York.

New York, Sept. 8—Arr: Schs Lejak, Puerto Plata; Mary E. Olys, South Amboy for Augusta; Irene E. Messervey, Bangor; Annie B. Mitchell, Long Cove.

Las Palmas, Sept. 6—Arr: Sch Samuel W Hathaway, St. John.

Vineyard Haven Sept 8—Arr: Sch Fred Tyler, Edgartown for New York.

SCHOONER CHARTERED.

Sch Bayard Barnes, New York to the Gold Coast, 40,000 cases refined petroleum, basis 85c, four ports, prompt.

SCHOONER NOTES.

The schooner George M Warner, which arrived from New York at Yarmouth a few days ago, partially dismasted, is at New Burrell-Johnson Iron Company's docks, where a new foremast is being stepped.

The schooner Martin, which was under construction in D. C. Mulhall's yard at Liverpool, when he assigned, was sold at public auction on Wednesday for \$10,500 to Messrs. Robin, Jones & Whitman. She was being built for a company of Lunenburg County owners, of which A. V. Conrad of Parks Creek, was the manager.

W. R. Huntley, Parrsboro, has a schooner on the stocks, a three master of about 450 tons.

AMERICAN SHIPBUILDING.

In private American shipyards 389 vessels of 1,260,978 tons were under construction August 1st, showing a net increase in July of four vessels and 35,194 tons. On July 1st the number was 385 of 1,225,784 tons. Orders for seven vessels were placed during July and three were completed and registered. The William A. McGonagle, 7,311 tons, was the largest registered in the month, and was built for Pittsburgh Steamship Co., a subsidiary of the Steel Corporation. Some yards have orders that will carry them to June, 1918. New yards are being built and many of the large ones are making vast extensions.

GERMAN SHIPPING PLANS.

German bankers and shipping companies in Hamburg, in conjunction with Hamburg-American line, plan to establish a new shipbuilding plant there to be utilized exclusively for construction of freight steamers of from 7,000 to 8,000 tons.

The English Mail.

An English letter mail will close on Wednesday morning, September 13th, at 5 o'clock.

**CASTORIA**

For Infants and Children.

In Use For Over 30 Years

Always bears the Signature of *Dr. H. H. H. H.*

## STEAM BOILERS

On Hand at Our Works and Offered for Sale

NEW.

1 Inclined Type, on skids .50 H. P.

1 Locomotive Type, on skids, 20 "

1 Vertical Type . . . . . 20 "

1 Return Tubular Type . . . . . 45 "

USED.

1 Return Tubular Type . . . . . 40 "

Complete details together with prices can be had upon request.

**L. MATHESON & CO. Ltd.**

Boiler Makers

New Glasgow, Nova Scotia

## TRANSPORTATION ADVERTISING

### CANADIAN PACIFIC EXCURSIONS

From St. John \$15.30 MONTREAL and RET.

TICKETS ON SALE September 21st, 22nd and 23rd Ret. October 9th. September 28th, 29th and 30th Ret. October 16th.

\$10.50 BOSTON and RET.

TICKETS ON SALE September 16th to October 14th. Good for Thirty Days.

M. G. Murphy, D.P.A., C.P.R., St. John, N. B.

### CANADIAN GOVERNMENT RAILWAYS

#### Halifax Exhibition

Sept. 13-21

Special Fares via Canadian Government Railways.

'Round Trip Tickets will be sold, plus Twenty-Five Cents for Admission Coupon, from St. John at First Class One Way Fare, from Sept. Twelfth to Twentieth, inclusive, Good for Return Until Sept. Twenty-Second.

### CUNARD LINE

#### CANADIAN SERVICE.

MONTREAL TO LONDON (via Falmouth)

ASCANIA . . . . . Sept. 23

AUSONIA . . . . . Oct. 12

Cabin and Third Class.

MONTREAL TO BRISTOL (Avonmouth Dock)

From Bristol . . . . . From Montreal.

.....FELTRIA . . . . . Oct. 12

Cabin Passengers Only.

For information apply The Robert

Reford Co., Limited, General Agents,

162 Prince William street, St. John, N. B.

### Canadian Pacific ST. JOHN-DIGBY SERVICE

C. P. R. S. S. "Empress"

Leaves St. John Daily, except Sunday,

7.15 a. m. Atlantic. Return same day.

Day Excursions and Week-End Tickets

Issued Wed. and Sat., \$2.25.

ORCHESTRA ON STEAMER.

Table d'Hotel Service.

Breakfast 50 cents. Lunch, 75 cents.

Afternoon Tea, 25c.

M. G. MURPHY, D. P. A., C. P. R.,

St. John, N. B.

### Eastern Steamship Lines.

All-the-Way by Water.

INTERNATIONAL LINE.

Steamships, "Calvin A. Austin" and

"Governor Cobb"

Leave St. John Mondays, Wednesdays

and Fridays at 9 a. m. for Eastport,

Lubec, Portland and Boston.

Return—Leave Central Wharf, Bos-

ton, Mondays, Wednesdays and Fri-

days at 9 a. m. for Portland, Eastport,

Lubec and St. John. (Atlantic Stand-

ard time governs departure of steam-

ers from St. John.)

MAINE STEAMSHIP LINE.

Direct between Portland and New York

Steamships North Land and North

Star. Leave Franklin Wharf, Port-

land, Tuesdays, Thursdays and Sat-

urdays, at 6.30 p. m.

Return—Leave New York, Pier 19,

North River, same days at 5 p. m.

METROPOLITAN LINE.

Direct Service Between Boston and

New York, 13-12 Hours.

Route via Cape Cod Canal.

Express Steel Steamships Massa-

chusetts and Bunker Hill. Leave

North Side India Wharf, Boston, week-

days and Sundays at 6 p. m. Same ser-

vice returning from Pier 13, North

### Eastern Steamship Lines

#### FALL EXCURSIONS

INTERNATIONAL LINE

LOW FARES

ST. JOHN to

PORTLAND

AND

BOSTON

Round Trip Fares Sept. 11 to Oct.

13. Return limit 30 days.

Portland - \$6.50

Boston - \$7.00

Tickets and staterooms at City

Ticket Office, 47 King St., also at

Wharf Ticket Office.

### Steamer Champlain Excursion

On Saturday, September 2nd, the

steamer Champlain will leave St.

John at 2 p. m. for Hatfield's Point

and intermediate landings. Return

will leave Hatfield's Point at 1 p. m.

Monday, due in St. John at 7 p. m.

R. S. ORCHARD,

Manager.

### ST. JOHN - FREDERICTON

STEAMER HAMPSHIRE

Will leave old May Queen wharf at

8.30 a. m. (St. John time) on Tuesday,

Thursday and Saturday for Frederic-

ton and intermediate ports.

JOSEPH WILLIAMS,

Managing Owner, Phone M 2701

### Crystal Stream Steamship Co.

St. John-Fredericton Route.

The Star. D. J. PURDY will sail

from North End for Fredericton and

intermediate points every Monday,

Wednesday and Friday at 8.30 a. m.,

returning alternate days, leaving Freder-

icton 7 a. m.

The "D. J. Purdy" and "Majestic"

can be chartered at any time for

excursions and picnics.

By special arrangement with the C

P. R. passengers may go to Frederic-

ton on the Star. D. J. Purdy and re-

turn by train same or following day,

rate \$2.50, stopover rate \$3.00, also

effective good for return until Oct.

21st. This arrangement also applies

in reverse direction.

St. John-Washademoak Route.

The Steamer "MAJESTIC" will sail

from North End for Cole's Island and

intermediate points every Tuesday,

Thursday, and Saturday at 10 a. m.,

returning alternate days, leaving Cole's

Island at 6 a. m.

D. J. PURDY, Manager.

Warehouse No. 304.

### The Maritime Steamship Co.,

Limited.

On March 3, 1916, and until further

notice the S.S. Connors Bros., will run

as follows: Leave St. John, N. B.,

Thorne Wharf and Warehousing Com-

pany, Ltd., on Saturday, 7.30 a. m.,

daylight time, for St. Andrews, N. B.,

calling at Dipper Harbor, Beaver

Harbor, Black's Harbor, Back Bay or

L'Etete, Deer Island, Red Store or St.

George. Returning leave St. John,

N. B., Tuesday for St. John.

N. B., calling at L'Etete or Back Bay.



## New Prices August 1, 1916

The following prices for Ford cars will be effective on and after August 1st, 1916

Chassis . . . . .	\$45000
Runabout . . . . .	47500
Touring Car . . . . .	49500
Coupelet . . . . .	69500
Town Car . . . . .	78000
Sedan . . . . .	89000

f. o. b. Ford, Ontario

These prices are positively guaranteed against any reduction before August 1st, 1917, but there is no guarantee against an advance in price at any time.

**Ford Motor Company of Canada Limited**

**St. John, N. B.**

Assembly and Service Branches at St. John, N. B., Montreal, Que., Toronto, Ont., London, Ont., Winnipeg, Man., Saskatoon, Sask., Calgary, Alta. and Vancouver, B. C.