

H. R. H. The Duke of Connaught's Visit.—Thirty-Eight Different Photos.

THE LANDING AND THE READING OF THE ADDRESS AT THE KING'S WHARF.

THE OPENING OF THE GIRLS' WING OF THE KING GEORGE V. SEAMEN'S INSTITUTE, GROUP IN GRENFELL HALL.

THE REVIEW AT ST. GEORGE'S FIELD, SHOWING PRESENTATION OF DIFFERENT OFFICERS.

THE OPENING OF BOWRING PARK. THE LAYING OF THE FOUNDATION STONE OF THE SANITARIUM.

THE INSPECTION OF THE ST. JOHN AMBULANCE BRIGADE IN GOVERNMENT HOUSE GROUNDS.

Phone 768.

THE HOLLOWAY STUDIO, LIMITED,

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War News.

ATLANTIC COMPARTMENT SAFE.

Special to Evening Telegram.

LONDON, Aug. 13.

The war between the nations of Europe to-day became further regularized with the formal declaration of war against Austro-Hungary by Great Britain. The strength of the British fleet in the Mediterranean is unknown as no movements of the warships have been made public since the first outbreak of hostilities. It is known, however, that France has the bulk of her fleet in the Mediterranean, so that no apprehension exists regarding the safety of the trade routes through that sea, now that it seems certain that the German cruisers Goeben and Breslau are out of action. The official Press Bureau describing to-day the disposition of the British cruisers in the Atlantic and elsewhere, expressly urges the trade of all nations doing business with Great Britain to send their cargoes confidently and boldly to sea in British or neutral ships in all directions except in the North Sea, where, owing to mines and the probability of naval operations, no guarantee can be given, although yesterday the passenger service was again running. In the field of land operations, little change occurred since yesterday. It must be remembered, when considering all the public reports of the military operations that these despatches emanate almost exclusively from the side of the allied French and Belgian armies. There is nothing whatever from the German and Austrian side relating to military movements and dispositions, and only occasionally a brief item describing the result of past engagements.

ments is made public in those quarters. The strict censorship which is exercised over the whole field makes it difficult to estimate the value of the news received. The struggle for possession of the Belgian forts surrounding Liege has recommenced, and the reports of artillery and cavalry engagements are taken to indicate the possible beginning of a great battle on Belgian soil. The bulk of the German forces is believed to be concentrated on the frontier between Liege and Luxembourg, leading to the conclusion that Germany's frontier facing Russia can be only lightly guarded, probably by newly organized armies composed of reservists called to the colors.

CHASING THE GERMANS—THREE MORE BRITISH WARSHIPS HERE.

Special to Evening Telegram.

HALIFAX, N.S., Aug. 13.

Out of the maze of rumor touching affairs war-like off the Nova Scotia coast since the visit of the Essex to this port, there came this afternoon an official statement from an officer of H.M. cruiser Suffolk, now coaling at the Dockyard, Halifax. The gist of the statement was that on Friday last the British cruiser Berwick had an engagement with the German cruiser Karlsruhe off the American coast. The cruisers exchanged shots. The Berwick escaped injury and it was thought the Karlsruhe did as well. On Friday morning the Suffolk came upon the Karlsruhe just as she was in the act of beginning to take coal from the German liner, Kron Prinz Wilhelm. The two German ships separated and took to flight leaving some boats in the water. The

Suffolk chased the Karlsruhe from 11 in the morning till five in the evening when she lost the German's smoke beyond the sky line. Meanwhile the Suffolk wirelessly the Berwick who was coming in an opposite direction from the chase, and she headed off the Karlsruhe, and the engagement ensued. The statement of the officer went on to say that this coaling on the sly by the Germans cannot last for ever. They are bottled up over here till the war is over, and sooner or later we will get them. There are two German cruisers in these waters so far as we know, the Karlsruhe and Dresden. On Saturday the Suffolk captured a prize in the German tank steamer Leda, worth \$20,000. The Germans did not know that war had been declared, "but we are glad we are captured by British and not by French," they said. The Suffolk towed her prize into Bermuda a day or so ago. The Suffolk picked up the British cruiser Good Hope, by wireless in these waters, and with her will be the Drake and King Alfred. They are heavier cruisers than the squadron of which the Suffolk is the flag ship. The Good Hope is coming to Halifax to-morrow afternoon for coal.

GERMAN CAVALRY DEFEATED.

PARIS, Aug. 13.

An official communication published here to-day, says: "A division of Belgian cavalry supported by a brigade of infantry and by artillery, engaged and defeated, near the fortress of Diest, 18 miles north east of Louvain, a division of German cavalry, also supported by infantry and artillery."

THE BATTLE OF HAELN.

BRUSSELS, Aug. 13.

Fighting yesterday between the Belgians and Germans in the vicinity of Diest, lasted the entire day and constituted the first considerable battle of the war. It will be known as the battle of Haeln. Shells were still falling at half-past seven in the evening in the roads around Diest.

A SANGUINARY STRUGGLE.

BRUSSELS, Aug. 13.

The battle which centered around Haeln in the Belgian province of Limburg, extending to Diest, in the north of the Province of Brabant, after passing round Zeelhem, ended at seven o'clock last evening. All the country is now cleared of German troops except the dead and wounded who are thickly strewn about the fire zone. Upwards of 200 dead German soldiers were counted in a space of fifty yards square. The Church, brewery and some houses in Haeln were set afire, and two bridges over the Deme were destroyed by Belgian engineers. Great quantities of booty were collected on the battle-field, and these were stacked in front of the town hall of Diest. Many horses were also captured. The strength of the German column was about 5,000 men.

DETAILS OF THE FIGHT.

BRUSSELS, Aug. 13.

The Germans had over 10,000 troops composed of cavalry, artillery and a small force of infantry. The Belgians consisted of a cavalry division and a mixed brigade and several battalions, numbering about 7,000. Probably the aim of the Germans was to haul themselves north of St. Troid, at Telenfont, in order to turn the Belgian Army. The Belgian Commander was fully aware of this movement from aeroplane and cavalry reconnaissance. He allowed the enemy to advance, while he manoeuvred the Belgian troops into favourable positions. Fire, deadly at a range of 2,000 metres, played havoc with the German cavalry, which continued advancing on Haeln and Correnacken. The countryside was intersected with hedges and hillocks, nevertheless the two sides met freely. The Belgians displayed great courage and daring. The Germans buried themselves

against the barricades, endeavouring to carry them, but the Belgians shot the Germans down coolly and with precision. The attack on the bridges was as savage as on the barricades. German officers could be seen pressing their men forward to meet certain death from the cannon. Men and horses fell like flies, until when almost shattered, the order to retreat was given. The German defeat was complete, and they finally retreated along the banks of the Geste river, in the greatest disorder. The German losses were over 1,000.

AMERICAN SHIPPING DANGERS.

NEW YORK, Aug. 13.

The risk of American shippers to Europe during the war was set forth to-day in a synopsis of the Maritime and International laws bearing on the liability of capture by the chamber of commerce committee on problems of shipment. The document gives a list of articles and conditional contraband and points out the circumstances under which ships will be seized as prizes of war. It also defines the scope of war insurance and general information on the subject. It sets forth that the liability of goods shipped by American merchants to be captured as prizes of war depends upon the destination of goods, the ownership of the goods actual or presumptive after shipment, the character of the goods, whether they are contraband or not, and the nationality of the carrier. Shipments by Americans made in good faith to neutrals in neutral ports can never be considered contraband, the destination of the goods and not their character makes them contraband.

OFFICIAL WAR NEWS.

(Code telegram from Secretary of State, received 8 p.m. 12 August, 1914.)

To Governor.

Press bureau has been established which will be responsible for issue of official war news to the Press. We have ascertained that press agencies propose to supply Newfoundland Press with all news of importance or general interest. Any additional news which concerns your Government or is likely to affect their plans will, of course, be telegraphed to you by me.

HARCOURT.

AMERICA GETTING COAL TRADE.

NEW YORK, Aug. 13.

The announcement was made to-day

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that a united movement for chartering of vessels for carrying American coal to foreign ports has commenced. Ten ships have been engaged to carry coal cargoes from Virginia to Las Palmas, Canary Islands, with an aggregate capacity of 10,000 tons. Two other vessels, both flying neutral flags, have been chartered in South America for the River Plate, and another for Rio de Janeiro. A third neutral vessel will carry a cargo of coal to Christiania. This La Palmas and Christiania business is the first to be received by the American exporters and is said to be due to the difficulty experienced in obtaining English coal. Brokers have received inquiries from more than a score of exporters, who are anxious to charter vessels, and it is believed that within ten days a big fleet will be engaged in the coal trade.

A SENSATIONAL MURDER.

CHICAGO, Aug. 13.

The mysterious murder of Edward P. Amory, Patent Attorney and Secretary of the Western Railroad Association, who was found choked and beaten to death in his office yesterday, was still unexplained when the police took up the investigation to-day. Amory was killed yesterday morning, and his body left locked in the office of the Association. His woman stenographer vainly tried to get in and at length went home, leaving a note pushed under the door. The body was discovered by Alvin A. Thompson, a clerk, who, having a day off, said he but looked in the office in the afternoon. The police are holding Thompson to investigate his story.

INVENTOR OF A SUBMARINE DEAD.

NEWARK, N.J., Aug. 13.

John H. Holland, the inventor of a submarine boat which bears his name, died of pneumonia last night at his home here, after a month's illness, at the age of 72. Although a builder of war vessels, Mr. Holland opposed war. His idea of the usefulness of the submarine was to have them incapacitate hostile ships without destroying them or their officers and crews. Mr. Holland was born in Ireland.

THE MEXICAN SITUATION.

MEXICO CITY, Aug. 13.

A prolonged Cabinet meeting adjourned just before midnight, President Carrarjal and ministers separating and going in different directions. It is believed they will journey to Villa de Guadalupe and catch a special train which has steam up since 7 o'clock last night and which is still at Buenavista station, this city. It is reported President Carrarjal has transferred authority to Eduardo Etrubide, Governor of the Federal District, and that the latter to-day will sign articles of capitulation with General Carranza. Governor Etrubide returned to the city early to-day, after an auto trip to Tlalapa, a suburb of the capital, where he went to arrange the details of the capitulation. It is thought possible that the articles may have been signed last night.

NEGOTIATES CANAL SAFELY.

WASHINGTON, Aug. 13.

The first steamship to pass through the Panama Canal, the Cristobel, made the trip from the Atlantic to the Pacific in 11 1/2 hours. The return trip, however, was made in eight and one-half hours, which probably marks the average time which will be consumed by merchantmen when all the machinery of the canal is in smooth operation. The Cristobel made this experimental voyage on August 3rd and 4th, and at the time was drawing twenty-five feet of water. It is reported that everything is in perfect order for the formal opening of the Canal next Saturday when the Ancon, a sister ship of the Cristobel, belonging to the Panama Canal Railway Co. and of 9,000 tons, will make the official trial trip.

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NEW POTATOES, NEW TURNIPS, NEW CAULIFLOWER, GREEN PEAS, STRING BEANS, TOMATOES, CUCUMBERS, MARROW SQUASH, CELERY, NEW CARROTS, NEW BEETROOT.
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