

## INTERESTING to LADIES.

Just opened, ready for inspection, large shipments of New Fall Goods from English and American markets. Among the many lines will be found—

**Ladies' Pyjamas,  
Winsey Gowns,  
Winsey Knickers,  
Silk and Moire Underskirts,  
Blouses,  
Neck Ruffles,  
Frillings,  
Silks, Velvets, Crepe Dechines,  
Embroideries,  
Laces,  
Ribbons.**

MOLLETONS.

Very suitable material for ladies' dressing jackets, gowns, etc.; good range of colors in plain striped and ripple effect.

GEO. KNOWLING.

sept19,41,tu,f

## Evening Telegram

W. J. HERDER, - - - Proprietor  
H. A. WINTER, B.A., - - Editor

TUESDAY, Sept. 26th, 1916.

## THE WAR.

The war news this morning, both general and particular, is of much importance. The particular portion of it which is of further gains by British and French on the Somme, which should mean at least the speedy capture of Comblies; the general, of a change of strategy and readjustment of forces by both sides in the East that is clearly in preparation for a titanic struggle.

The British have taken Morval and the French Rancourt. Comblies is now quite untenable, being drawn into a long and ever narrowing pocket. The Germans appreciate well the value of key positions and sell them dearly. Comblies is not such, in the sense that Thiepval is, but it is the last railway town before the Cambrai-St. Quentin line is reached, and it has of itself great defensive strength. But it is now being, not stormed, as the Germans would wish, but surrounded—a much less costly proceeding to the besiegers. The same thing is apparently being attempted with the more important Thiepval. On this little village (more correctly, on the three hills that stand behind it) the whole defence of the German line northward rests. It was Thiepval, in reality, that supported Beaumont Hamel, which we know so well, and made it impregnable. We may look to see the British shortly push the line from Courcellette to Fiers more and more in behind Thiepval, cutting it off in a great encircling movement. This manoeuvre is one of the characteristic features of the whole offensive, and may be treated by historians in after years as the secret of its success. Guillemont, Ginchy and other places were taken in this saw-tooth fashion, and it is being applied, on scales of varying proportions, against Thiepval, Comblies, Peronne and Chaulnes. If in this way the line can be driven behind Thiepval and established, say, from Devion to Courcellette, almost anything may happen, from the abandonment of the Arras salient by the Germans right up to their evacuation of France.

Both events and the comments thereon in the East confirm our surmise of last week that Hindenburg has at once shown his hand. German troops are being rushed from the West—of that there can be no possible doubt. We are inclined to believe that they are being sent to Bulgaria as the place of first importance, though the stiffening is apparent in many other places. Probably Hindenburg realises too well the enormous potentialities of the Saloniki offensive (which has not yet begun) to take any risks that can be avoided, and will keep Bulgaria protected at all costs. For this reason the severe check administered to MacKenzen in Dobruja and the Allies' successes south of Monastir are welcome news of good augury, to be taken

in conjunction. No doubt General Sarrail has found the Struma and Vardar passageways too strongly held for a present offensive and is content simply to keep the defence there. The attack on Monastir is a brilliant manoeuvre threatening to turn the whole Bulgarian flank. And there is always Greece. That country may yet redeem herself and recover rewards forfeited by her past weakness by intervening at a most critical and opportune moment.

If too high hopes were built upon the Balkan situation and the entry of Roumania, it must be remembered that they are disappointed by the reinforcing of the enemy's forces here at the certain expense of his forces somewhere else. Titanic efforts may, probably will, be made to drive Russia back again, but Russia is now herself a Titan. Brusseloff is quite as great a general as Hindenburg and he has the men that Hindenburg lacks. Italy is apt too often to be overlooked. She has a little business of her own on hand concerning Trieste, but it will play a large part in the great co-ordinated scheme of the Allies, to which they will compel Hindenburg to subordinate his own. If the pressure was relaxed a little along the great Russian line of late, it is now being applied again with a vengeance. Hindenburg is a good strategist and a master of attack, but so is Brusseloff. The Germans will soon attack in force at one place; the Allies will break through at another.

**DELAYS ARE DANGEROUS**  
—Don't delay in ordering your new suit as the price of goods is continually on the jump in the home markets, and the longer you'll wait the more you'll pay. If you want a suit, GET IT NOW and get it at SPURRELL'S, where good goods, low prices combined with style and fit predominate. SPURRELL BROS., 365 Water St.—may4,tu,th,s,f

## Reids' Boats.

The Argyle left Sound Island at 9 a.m. yesterday, inward.  
The Clyde not reported leaving Lewisport.  
The Dundee left Port Blandford at 5.30 p.m. yesterday.  
The Ethie north of Flower's Cove.  
The Glencoe left Pushthrough at 4 a.m. yesterday, going west.  
The Home at Lewisport.  
The Kyle left Port aux Basques this morning.  
The Meigle due at Port aux Basques to-day.  
The Sagona left St. Anthony at 11.25 a.m. yesterday, coming south.  
The Neptune left Grady on the 23rd going north.  
The Wren left Clarendville at 1.30 p.m. yesterday.

Enjoy your meals by taking a teaspoonful of Stafford's Prescription "A" before eating. Price 25c. and 50c. Postage 5 and 10c. extra.—jly22,t,f

Minard's Liniment Cures Diphtheria.

The Big Storm;  
Toll of the Sea.

Not within the past quarter of a century has there been a September storm of such vastness as the one just over. It was in 1890 or 26 years ago that the last hurricane of its kind swept over the island. That occasion can well be remembered for the loss of life that occurred and the tremendous amount of destruction. Nor was the big gale of Sunday night last entirely local, as it was felt in its intensity in every section of the coast and in every harbor and bay on land and sea, and now that telegraph communication is practically re-established accounts of damage and disaster are gradually coming in. Yesterday in our brief and imperfect description of the work of the storm we mentioned the alarm and anxiety for many fishing schooners and crews, and expressed the hope that all would turn up safely. It is feared, however, that the toll of the sea is greater and going to be still greater as the hours elapse and news comes in, than at first apprehended. From a master mariner we are given the assurance that the schr. Bonnie Lass, referred to elsewhere in this issue, was smitten by the storm near the entrance to Trepassy, became waterlogged and sunk and that all on board, numbering seven souls were lost. The schooner was owned by Mr. William McDonald, of Little Hr. Salmonier. We are also informed that another schooner, supposed to be in company with the Bonnie Lass, met with a similar fate, carrying with her seven lives, also. The name of this craft could not be ascertained, but she was owned by Mr. Michael McDonald, also of Little Hr. Salmonier, and a brother of the former. Both craft had been fishing on St. Mary's banks. Another small vessel, we learn, seen off St. Mary's Sunday last and apparently coal laden, was caught out in the storm and did not survive. The schr. Harry Lewis, which drifted out of Cupids, was picked up by the s.s. Othar off Bauline and towed to Bell Island. The D. P. Ingraham, which went to look for the schooner never saw her and returned to port to-day. Wade's schooner of Conception Hr., which left here Sunday morning last just before the storm came on and about which there was much anxiety, anchored under Low Point, Bay de Verde, and was all right. Two other schooners were also there and weathered the storm.

To-day around the city, numerous carpenters, masons and other workmen could be seen repairing roofs of buildings and otherwise replacing the damage done by the big gale.

## Commits Suicide.

James Dillon, a farmer of Freshwater, committed suicide about 4.30 p.m. yesterday by jumping into Oxen Pond, near Nagle's Hill, meeting his death before assistance could arrive. The unfortunate man had for some time been acting strangely, and yesterday became violently insane. Breaking loose from his home, which was being watched by several neighboring farmers, he visited Oxen Pond and met his death in the manner described. The police received a 'phone message from Baird's Cottage and Constables Whelan and Stamp were sent out and searched for the body, which was recovered last night and taken to his home. Left to mourn are a wife and several children.

## Viola May Reach Port.

The schr. Viola May, Capt. Pettit, which was out in the big gale of Sunday night, reached port this morning from Europe, making the passage across in 14 days. Eight days ago his ship was within 500 miles of this coast when adverse winds were experienced. The Viola May "clipped" off 320 miles in 26 hours shortly after leaving the other side. Had favorable weather continued for two days longer Capt. Pettit would have made a record voyage. During the big gale all his fore canvas was carried away.

## NATURE'S WAY.

All summer long, to save the grass, I kept the lawn well wetted down; the grass all shriveled up, alas! and changed from green to gray and brown. I worked nine hydrants over time, and used three miles of garden hose, for sprinklers squandered many a dime, and still the grass turned up its toes. "Your grass is dead," the neighbors said; "you'll have to seed it down once more; the lawn's as barren as a floor." And then one night there came a rain, the kind we had when I was young; J. Pluvius grew safe and sane, and from the rain tank knocked the bung. And then the grass once more showed life, the green came back, that long was gone; and I and Susan Jane, my wife, turned joyous handspins on the lawn.

Minard's Liniment Cures Distemper.

## Our LEADERS!

Tuesday, Wed. &amp; Thursday.



Always First in the Class for Distinction. in

## BLOUSES

For example we present a handsome line of

## SILK CREPE-DE-CHENE BLOUSES

in shades of Navy, Sky, Maize, Flesh and White, and other styles in pretty stripe effects, neck style may be worn high or low as desired. Note! Sizes run from 36 to 46 inch busts.

Special, \$2.98.

YOUR FALL HAT FOR \$1.50.

A bewildering lot of

## Ladies' FALL HATS.

Hats that are at once Smart, Stylish and Serviceable. Velvet covered in such dainty shapes, simple, but effective trimmings, others showing Coloured Silk Crowns. Some pretty Toques find a place in the assortment also.

Special, \$1.50

## BOYS' RUSSIAN SUITS.

A popular style in nice mixed Grey and Brown English Tweeds, belted, Nickel Buckle, overcollar of White Pique, detachable for washing; Pants open knee style, lined throughout; to fit from 3 to 7 years.

Special, \$3.35

*James Baird*  
LIMITED

All the Rage, Ladies' White Spats, \$1.50.

## All Red at Last.

London Daily News: A glance at the map of Africa, looked at in the light of the recent military operations in German East Africa, reveals an historic fact, deserving to be placed on record. For the first time the British Empire now holds an uninterrupted line of territory stretching from Alexandria to Cape Town, a distance of some 5,600 miles. The great railway that is being built between Cairo and the Cape had to pass either through the Belgian Congo or German East Africa, and the Congo route was chosen. Now we shall have a demand for an "all red" route, one that would skirt the eastern shores of Lake Tanganyika and drive between the Victoria Nyanza and Albert Nyanza through Uganda, linking up with the existing railways—including the one that runs to Dar-es-Salaam—on the way. It is a scheme that would have delighted the heart of Cecil Rhodes.

## From Cape Race.

Special to Evening Telegram.  
CAPE RACE, To-day.  
Wind S. E., fresh, with fog and rain. A three-masted schooner, a brigantine and the S. S. Portia, passed in yesterday afternoon; nothing sighted to-day. Bar. 28.95; ther. 60.

Fresh Irish Hams and Bacon at ELLIS'.

FOR RED CROSS FUND.—By to-day's mail we received \$10.00 towards the Red Cross Fund from Miss Mabel Earle, Fogo. The amount has been handed to the Treasurer of the W.P.A.

ASK FOR MINARD'S LINIMENT AND TAKE NO OTHER.

## Schr. Maggie Bell

REACHES PORT AFTER AN ABSENCE OF NEARLY NINE MONTHS.

The schr. Maggie Bell, Capt. Reid, reached port this morning after an absence of 8 months and 18 days from St. John's, in which her captain and crew passed through some trying experiences. The Maggie Bell left here on January the 8th fish laden for the European market and made a fair run to Gibraltar, where the ship was detained three weeks awaiting orders. After receiving the same the ship proceeded to Piraeus to discharge her cargo, but was ordered by the Admiralty to pass through the Corinth Canal via Patras to avoid being sunk by an enemy submarine. While sailing through this narrow channel a heavy gale of wind sprang up, and the place being too narrow to anchor, the ship was forced on the land. There being no tugs available the Maggie Bell had to remain in that position for some time, when a steamboat happened to come along and towed her into Patras, Greece, afterwards demanding £4,000 for their services. Capt. Reid reported the matter to the home firm and as a consequence it was taken into court. After much wrangling with the Greek authorities the amount was reduced to £600. The British Consul at the place mentioned is of English parentage but lived all his life in Greece. He took considerable time in dealing with the case, being over three months trying to release the ship from the Patras harbor authorities. In the meantime the schooner underwent extensive repairs, and on receiving her clearance papers proceeded to Tripoli to load salt for this port. Leaving the latter port July 15th, fair wind and weather was experienced, the Maggie Bell making good time until she met with a serious accident off Cape Dogat in the Mediterranean, when a big Italian liner of over 15,000 tons, which was steaming at top speed with lights out, collided with the little vessel about midnight, striking her aft of the fore rigging. With such great force did the two ships meet that the sailing vessel was driven under water. As the liner was running under charter she could not tow the disabled ship to port but offered to take her crew to the port she was bound for. As his vessel was not a total wreck Capt. Reid decided to run for Gibraltar, where he arrived shortly after and immediately docked for repairs. Leaving there Aug. 31st he started for home and arrived off Cape Pine Sunday morning. About 8 p.m. the same day the wind was blowing strong, and running under shortened sail the ship was about 40 miles S. E. of the False Keys when a tremendous gale struck the ship and carried away her mainsail, jib and foretopmast-staysail, all the canvas that was on the ship at the time. The sea was the heaviest ever experienced by Captain Reid and it was expected the ship would founder at any moment. Arriving off the Narrows at 7 a.m. to-day a thick fog was experienced. Boatswain James Rendell and two sailors came ashore for a tug. Last week the vessel ran short of provisions and on Thursday last, about 150 miles off Cape Race, was given a supply by the schr. Edith Marguerite, which was bound here from Cadiz.

## Here and There.

Turkeys, Ducks and Chicken at ELLIS'.

RETURNS TO DUTY.—Royal Naval Seaman Stoker John T. Avery, of the ill-fated H. M. S. Warrior, who was spending a brief furlough with his parents, returns to England via the cross country express to-day.

FLORIZEL SAILS.—The s.s. Florizel sails at 4 o'clock this afternoon for Halifax and New York, taking as passengers in saloon: Mrs. Phippard, Miss Berrigan, Rev. O'Neill, Mrs. March, W. Fitzgerald, Mrs. F. W. Pinlay, P. McCarthy, Miss Healey and 40 second class.

SLOWEST ON RECORD.—The vote taken to-day to decide whether the City will be governed on the Ward System or not, is the smallest on record. At Division 5, Booth 1, 40 Hutchings Street, out of 220 voters registered only 6 voted; at Division 4, Booth 5, out of 238 voters registered, 5 votes were cast; at Booth 4, 5 votes were cast; at Division 4, Booth 1, 12 votes were cast out of 356 registered.

## McMurdo's Store News

TUESDAY, Sept. 26, 1916.

Robinson's Universal Corn and Wart Pencils are regarded by many people as quite the most convenient and one of the most effective things of this kind, especially for warts. These pencils have been rather difficult to obtain in St. John's of late, but we have just had a shipment and will now be able to supply all demands for this pencil. Price 20c. each.  
Hot Drinks at the Ice Cream Centre to-day. Just the sort of day when a hot chocolate, a hot coffee, a hot malted milk, or a hot beef tea will be very acceptable to the inner man. And these are proper heat drinks too, never scalding hot, never merely lukewarm, but always at the right temperature. Try one to-day.

COX'S GELATINE.—Mark the brand. The housewife's choice and the old favorite that stands every test. For sale at all first-class grocers. Insist on getting Cox's.—June24,t,f

Long, slim lines and high heels mark the new pumps and shoes. Mulberry is a good color for a waist that is to have much wear.