

EARLY MESSAGES

FRENCH IMPROVE POSITIONS.

LONDON, May 12. French troops on the Flanders front improved their positions north of Kemmel yesterday and took more than 100 prisoners. The War Office announces the German artillery is active in the Ancre River sector, east of Loos, and in Flanders, south of Voormezeel.

ON THE ITALIAN FRONT.

ROME, May 12. Italian troops yesterday stormed an Austrian post at Col Dell Orso on the southern mountain front, destroying its garrison. The War Office announces sharp local fighting occurred at other points.

PLUCKY FIGHT OF AIRMEN.

WITH THE BRITISH ARMY IN FRANCE, May 11.—In addition to destroying eight of the German aircraft which were engaged so successfully on Tuesday by two British machines, the British aviators sent down five others damaged. The battle began when the British aviators attacked seven German planes. Two other enemy formations came up raising the total of German machines to twenty. Instead of retreating the British fighters pressed the attack. In and out among the large enemy force they shot two planes with their gallant crews swirled and charged, working their rapid fire guns like mad. One of the Britishers got on the tail of a big German machine and riddled it with bullets. The enemy aviator hung quivering in the air for a moment and then turning its nose toward the earth, came crashing down with shots of flame bursting from it. The seven other German machines were shot to pieces in rapid succession and took the final plunge, three of them leaving a wake of fire and black smoke to tell the story of the terrible fate suffered by the men strapped in their seats. The five others dived away in the hope of reaching the ground safely. Thirty minutes had sufficed for the British machines to accomplish all this. The British had used up all their ammunition in the furious melee, however, and there was nothing left to do but to withdraw, which they did in safety.

A GLORIOUS END.

LONDON, May 11. (The Reuter's).—The Vindictive's noble end is acclaimed by the newspapers as securing her a place in history for association with two of the most heroic deeds in naval annals. It is declared that Nelson never did anything finer, and that if his ship, the Victory, is the cathedral of the Navy, the Vindictive is the twentieth century witness of its fighting spirit. Occasion is taken to pay tribute to the skill and devotion with which the Vindictive secured a triumph of sea-power in a manner unprecedented in the history of warfare. Deeds as intrepid as that of Nelson's as those now applauded are done daily and nightly, but the well concealing the navy's work is truly lifted. Jellicoe's prediction that the submarine menace would be ended by August is now being recalled in connection not only with the Zebrugge-Ostend exploits, but the closing of the North Sea from the waters to Norway by the greatest victory the world ever laid. Millions in money and money have been devoted to this North Sea barrage, which the Germans will be able to evade only if they use Norwegian waters. The completion of the mine field and the light coast operations are regarded as the most important naval undertakings of the war, and confidence is expressed that this aggressive policy will be further extended.

THE RAID ON OSTEND.

LONDON, May 11. A large number of the officers and men who took part in the campaign against Zebrugge Mole on April 23rd, when the right to participate in the Ostend operations, says the Central Press story of the raid, and their wish was gratified. All the men on the Vindictive were volunteers from the Dover patrol. At 3.15 o'clock the Vindictive, flagship of Admiral Keyes, started a motor boat which had on board two officers and 38 men of the Vindictive. An officer who was on a destroyer described the operations. By 1.45 o'clock, we heard nothing of the enemy, he said, then he sent up searchlights and flashed his searchlight. A heavy bombardment followed when we were about two and a half miles from the shore. By the light of the star shells and searchlights the entrance was located, then a fog came on, and the airmen were prevented from continuing their work. For an hour this state of things continued, but then the weather cleared sufficiently to permit our airmen to resume operations. Heavy fire was turned on the Vindictive. When at last she found the entrance to the harbor she ran her stem into the pier and was abandoned. The crews of the motor launches behaved in the most gallant manner rushing into the mine field, uttering regardless of their safety to see that no one was left behind. The launch brought off two officers and 48 men from the Vindictive. Another, which subsequently went along, took off a lieutenant and two ratings, who were wounded, while two other motor launches, also detailed for rescue work, kept close by the shore, their crews displaying the greatest pluck and determination. Our vessels effectively bombarded the shore battery; the work of the monitors in this respect were particularly fine. Altogether two hundred shells fell within a few yards of two or three monitors, but neither was hit, nor was a casualty caused. During the whole operations not one enemy craft was seen. At 2.40 o'clock, according to the programme, the retirement was begun. Commander Lyons, who conducted the blockading operation at Zebrugge, was in command on the present occasion. He tells the following story: Weather conditions at the start were in every way suitable. There was a light northwest wind. The sea was favorable to small craft, there was a clear sky, and the visibility was good. The outward passage was made without interference on the part of the enemy. The small craft were all despatched to their stations with destroyers in support, and two coastal motor boats were told off to torpedo the piers before the arrival of the Vindictive. Until 1.45 o'clock the enemy was remarkably quiet, but just at this time the Germans began to open fire. Star shells showed that the smoke screens were progressing excellently. At about this time the sky, which hitherto had been almost unclouded, began to be partially obscured by low drifting clouds. In about ten minutes before the Vindictive was due at her destination, a sea fog set in. This stopped our air attacks; indeed for a time even the searchlights could not be seen. This state of things continued for almost an hour, when it cleared sufficiently for the aerial attacks to be recommenced. It was a lurid scene when the Vindictive arrived at 2 o'clock, practically programme time. There was a thundering of guns from sea and land, and the exploding of bombs from airplanes added to the din, and there was an occasional cry of agony from someone mortally wounded. Searchlights criss-crossed above, and the whole scene was illuminated with flashes and star shells. The Vindictive cruised about for twenty minutes in the fog looking for the entrance to the harbor, which she eventually found. According to the Press Association, the Vindictive had a complement of 85 officers and men. The effect of the operation was to restrict greatly the use of the harbor, making it impossible for cruisers to go in and out. Experts do not go so far as to say that the same disability applies to submarines and destroyers. An interesting disclosure may now be made regarding the previous attempt to block Ostend. It was unsuccessful because the enemy had just moved about a mile from his former position. It is believed that if he had not made this change both blockships would have got in.

NOTHING TO REPORT.

LONDON, May 12. Field Marshal Haig's report from the retirement of General Maurice night says a raid attempted by the enemy in the neighborhood of Neuville-Vitasse was repulsed. There is nothing further of special interest to report.

MAURICE RETIRED.

LONDON, May 12. The Army Council has decided that General Frederick Maurice shall be placed forthwith upon retired pay. The retirement of General Maurice night says a raid attempted by the enemy in the neighborhood of Neuville-Vitasse was repulsed. There is nothing further of special interest to report.

Seaplanes Putting U-Boats Out of Action

THRILLING TALES OF SEA WARFARE.

When Mr. Balfour was First Lord he explained to the house of Commons the philosophic doubt with which the sinking of German submarines had to be accepted. Fortunately there are clear, indisputable cases of these pests being sent under, and none can be better authenticated than those described in some recent Admiralty reports. Our ways of dealing with the German undersea pirates are varied, but none will strike the imagination more vividly than several duels between submarines that are now on record. Until an Italian submarine tackled single-handed and sank an Austrian in the Adriatic, it was thought that such combats were in the region of romance, but here is a good story which shows that they do happen. One morning a British submarine sighted a German, and at once gave chase. It was no good to do so on the surface, so she took the enemy's bearings, dived, and a quarter of an hour later peeped from her periscope and ascertained that she was in a favorable position to attack. A few minutes later the British submarine let fly a torpedo, and at the end of sixty seconds the sound of a sharp explosion indicated that it had reached its billet. The British boat then came up to look for results, and sighted a patch of oil right ahead and three men swimming in it. Two of the Germans were rescued, but the third sank before help reached him. The Laconic Log Book. The Navy does not waste words. Here are two entries in a log which describe as briefly and pitifully a naval success as can well be imagined. The captain of the British submarine's report says: 10 a.m.—Sighted hostile submarine. Attacked same. 10.30 a.m.—Torpedoed submarine. Hit with one torpedo amidships. Submarine seen to blow up and disappear. Surface to look for survivors. Put down immediately by destroyers, who fired at me. The story might stand there, but the captain adds that during his attack there was just enough sea to make depth-keeping difficult. He fired two torpedoes, and one hit at the forward end of the conning tower. A large column of yellow smoke, about one and a half times as high as the mast, was observed, and the submarine disappeared. The explosion was heard and felt in our own submarine. In a Hot Corner. The British submarine was in a very hot corner when the U-boat was bagged. How it escaped the hue and cry is best told in the captain's own words: "After torpedoing the submarine I proceeded four miles away, and lay on the bottom. Many vessels throughout the day were heard in close proximity. Several explosions were heard, especially one very heavy one. It must have been close, as the noise was considerably louder than that of the torpedo." Here is another narrative of the sinking of an enemy submarine after a two hours' chase. While manoeuvring to attack our submarine had to pass through shallow water, and as the sea was rough at the time, she frequently bumped the bottom heavily, but, fortunately, did not damage her hull. At a range of 550 yards both tubes discharged torpedoes. Fifteen or twenty seconds after firing a dull report was heard. When the periscope was raised after a short interval nothing was seen of the enemy submarine, but there was a great disturbance in the water where she had been, and it was observed that the water was covered with an oily substance. Attacks by Seaplanes. While on patrol in the Channel a Royal Naval seaplane X sighted a submarine eight miles away, in the line of a convoy which was about 10 miles off. When the seaplane reached bombing position, the top of the conning tower was just awash, and both periscopes were out of the water. Two large bombs were released the first of which exploded on the conning tower, and the periscope was seen to collapse. The second bomb hit the water 30 feet ahead of the conning tower, in a direct line with the bow of the submarine. The seaplane then turned, and a considerable disturbance was seen on the surface, an upheaval of water with quantities of air rushing up. Two other bombs were dropped from a height of 1,000 feet, one of which exploded in the midst of the disturbance. A Shoal of U-Boats. One of our large seaplanes the other morning sighted an enemy submarine, painted light grey, with a mast and a gun on what appeared to be a raised deck. By the gun was one of the crew. Flying over the submarine, a bomb was dropped by the seaplane, and a hit was made on the left of the vessel. Turning to repeat the attack, our airman saw that the explosion had made a large rent in the deck, and this was photographed. At this moment gun flashes were seen some distance in front of the submarine, and through the mist came three more enemy submarines heading for the attacked vessel, escorted by three destroyers. All six vessels opened fire on our machine, but none of their shells were effective. Our seaplane again passed over the U-boat which was sinking by the stern, with the bow fully out of the water. A second bomb was released and exploded about 15 feet ahead of the bow of the submarine, causing her to sink immediately, leaving a quantity of blackish oil, air bubbles, and foreign matter on the surface. Our seaplane, having no further bombs, sent a wireless message explaining the position of the destroyers, and returned home in safety. Two large seaplanes sighted an enemy submarine, travelling about 14 knots. The first machine to reach her dropped a bomb, which exploded, and the submarine began to sink stern first, the bow rising high in the water. The second machine dropped a bomb which exploded immediately in front of the conning tower. Another explosion occurred under water, followed by several smaller explosions. Two men were on the conning tower as the vessel sank, but nothing more was seen of them.

Turned Turtle.

Again a seaplane and two aeroplanes on patrol saw a U-boat of very large type, with two periscopes. The submarine dived on hearing the aircraft's engines, but not before the seaplane had dropped two bombs, which fell just about the conning tower, one seeming to be a direct hit. The submarine turned upside down, and a large bubble, with wreckage, and large quantities of oil, subsequently appeared.

A patrolling airship noticed an attack by a submarine on a steamer, and flew down on the spot. By this time the submarine had submerged. Two bombs were dropped from the airship on the submerged vessel, and several bubbles, one of huge size, came to the surface. Two trawlers dropped depth charges, three of which exploded right over the target, and much oil came up.

A seaplane met a merchant ship and saw a large disturbance on the water 200 yards from the vessel. Then the wake of a torpedo was seen, but the torpedo missed the ship by a few yards. The seaplane, in less than a minute after sighting the U-boat's movements, dropped two bombs, which exploded within eight yards of each other. Large quantities of oil and bubbles rose to the surface; the merchantman proceeded on her course in safety.

An enemy submarine was sighted by two large seaplanes while on patrol. A bomb dropped by one of the seaplanes exploded just about the centre of the submarine, which listed heavily to port, and went down by the stern within a minute.—Montreal Daily Star.

Art Calendars Free!

In addition to our great list of Prizes to be given away for next Christmas, we are going to give Art Calendars to the first thousand names we receive from persons who have purchased either Buddy or Firestone Boots or Bear Brand Rubbers.

When sending us your name please mention dealer from whom you made purchase. CLEVELAND RUBBER COY., St. John's.

P.S.—We have arranged with Mr. Firestone, of Akron, Ohio, for the exclusive sale of his New Patent Process Firestone Superfine Boots for Men, Boys and Youths.—may6,8,m,tu

This War's Most Powerful Gun.

The recent publicity given the long range German gun has quite overshadowed the French 520-millimeter gun, which after all remains the most powerful gun now in use. Whereas the German piece throws its shell some 75 miles, the French gun is relatively a howitzer hurling a huge shell a comparatively short distance. Practically speaking, it is a fort wrecker of proved powers. For some time there had been rumors of a 520-millimeter gun employed by the French artilleryists, but ordnance experts and others familiar with the difficulties in the way of producing such a powerful piece of mobile artillery did not place much credence in the unofficial descriptions; they preferred to wait for some definite evidence. It was not until the French official films presented the 520-millimeter gun to American audiences that ordnance experts and others were convinced that the huge mobile howitzer was a fait accompli. The photographs which have recently reached this country show one of these huge guns receiving the final touches at the Creusot works in France, and another similar gun in action. It appears that the gun is a howitzer mounted on a railroad carriage, and fires a shell measuring 20.47 inches in diameter. As a fort wrecker, this gun is undoubtedly without peer, the German 420-millimeter and the Austrian 300-millimeter howitzers having been outdone by a good margin. During the French attack on Port Malmson it is reported that a single 520-millimeter shell crumbled this permanent fortification upon which the Germans had spent so much time and labor.—Scientific American.

When mice have gotten into the pantry, find their entrance hole and seal it up with soft soap heavily charged with red pepper.

When sewing ball and socket snap on the upper piece. The socket snap leaves a mark.

All communications of any description with regard to these payments are to be made to the Minister of Militia, St. John's, direct. Payment will commence on 1st May, 1918.

In cases where members of the Royal Naval Reserve (Newfoundland) have been killed in action or died of wounds or sickness, or through any other cause, the amount due as Augmentation Pay will go to the Estate of the deceased. The authority to obtain the Estate of the deceased is, in case of a Will, Letters of Probate; and in case there is not a Will, Letters of Administration. Such letters are issued by the Supreme Court of Newfoundland on the Petition and Proofs of Executor of the Will, or the next of kin. If the Estate does not exceed \$500.00, after the proof of the facts has been obtained the petition can be applied for by the Minister of Justice.

With reference to the foregoing, it is suggested that the next of kin of Reservists who are now serving should communicate with them and request them to send their instructions to the Militia Department. No action can be taken until such instructions are received.

Next of kin of deceased Reservists will be communicated with in due course when their claims have been proved.

J. R. BENNETT, Minister of Militia.

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Public Notice

I am directed by His Excellency the Governor in Council to issue the following notice under Authority of Minute in Council passed 28th February, 1918.

Augmentation of the Pay of Royal Naval Reservists Newfoundland.

The Government of Newfoundland have decided to augment the pay of Newfoundland Royal Naval Reservists so as to place them on the same footing as men of the Newfoundland Regiment.

Under the provision of the War Measure Act, authority is given to the Minister of Militia to deal with the matter of augmentation of pay of the Royal Naval Reservists, Nfld., in consultation with the Senior Naval Officer, St. John's.

It is ordered that a sum of 33c. per day be placed to the credit of each Naval Reservist from the time of commencement of the war, in cases where men were then serving, or otherwise, from the time when their services began up to the time of discharge, or of death, or to the 30th of September, 1917, inclusive.

As the rate of pay of Naval Reservists was increased from October 1st, 1917, and as the difference between the amount they receive and that allowed the members of The Royal Newfoundland Regiment is 17c. per day, this difference will also be credited them from that date.

The foregoing amounts will not in any case be made a payment from Admiralty sources. The Minister of Militia, St. John's, Nfld., is solely responsible for the issue of any sums due.

Newfoundland Royal Naval Reserve men serving in any of H. M. Ships, including all members of the Trawler Reserve and those in Defensively Armed Merchant Ships etc., are eligible for the pay as set forth, and should be informed of the following alternatives as regards the method of payment:—

(a) Payment will be made on personal application to the Minister of Militia, St. John's.

(b) Payment will be made to the nominee of any Reserve man, on written application duly witnessed, to the Minister of Militia, St. John's.

(c) Sums due will be placed to the credit of Reserve men who do not desire to avail themselves of the foregoing and can be drawn by them at the expiration of their service.

The following form is to be compiled and forwarded direct to the Minister of Militia, St. John's, Newfoundland, at the earliest possible date:—

NAME AND OFFICIAL NO.	WHAT IS DESIRED DISPOSAL OF AMOUNT DUE UNDER ORDER 1, 2, or 3, (IN CASE OF 2, FULL NAME AND ADDRESS MUST BE GIVEN)	SIGNATURE AUTHORIZING DISPOSAL

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