

After the War, FREEDOM FOR ALL For Ever



Evening Telegram

W. J. HERDER, Proprietor
C. T. JAMES, Editor

MONDAY, September 2nd, 1918.

The Week's War.

The end of the week witnesses a continuation of the Allies steady advance, which though not being made as rapidly, perhaps, as might be wished by those who are impatient at the length of the War, is nevertheless showing satisfactory development. So far the Germans have not inflicted any setbacks on the slow but sure push of our troops, and with their steady pace ahead they are maintaining the offensive all along the line. So persistent is their forward movement that the enemy is nowhere being allowed any time to prepare any combined resistance, or to deliver any heavy counter-strokes. Being everywhere on the defensive their powers, to stem the onward march of the Allied forces, are being greatly taxed, and they recognise that retreat beyond the old Hindenburg line is imminent, for already that line of defence has been pierced by the armies of freedom and there but remains of it now in the enemy's possession the meagre front running from Ham to Bertincourt, which as the Third Army has occupied Mont St. Simon means the loss to the Germans of their main defence front extending from the Canal du Nord to the Aisne River, while the crossing of the Canal itself by the French obliges the retreating battalions to hasten their flight or suffer greater losses than they have already encountered. With Chantilly taken by the Canadians who swept through that town in their first rush; Ghinzy wrested from the enemy; Noyon captured by the French; Bapaume carried by the British; the evacuation of Belleu; the storming and capture of Rencourt, also by the British, with Comblès as well in the hands of the Allies and Peronne in hourly danger of falling to our forces, the week's operations in France have not been altogether fruitless. Canadian and Australian divisions have again been prominent and numerous villages and enemy strong points have fallen into their hands. Roye, the centre defence of the German line, between the rivers Oise and Somme, has capitulated, and with Laaslay in the possession of the French the enemy line along the Oise to the south is outflanked, and he must retreat still further to escape capture or decisive defeat. The complete reduction of the old Hindenburg line now, which has never before been broken since its establishment after the "strategic retreat" of the Germans in 1917, would leave open to the Allies the easy country of Cambrai, Douai and Lille Towns with their complete system of railways, the possession of which enabled the Germans to secretly prepare and carry out last spring's drives, would be of incalculable value to the Allies, and the British attacking armies on this sector will pursue this object until it culminates in success. The French on the other allied wing, between the Oise and the Aisne have steadily driven the enemy back from Compiegne near the junction of the Oise and the Aisne to the yonder side of the Ailette, near Coucy some eight miles east of Noyon, and continue to wedge in successfully between Solsens and Coucy, threatening thereby the position of Chemin des Dames and thereby also the fortress of Laon, upon the holding of which by the Germans so much depends for them, as it has been the mainstay of their front so long ago as their retreat from the first battle of the Marne. The forest of St. Gobain which lies before the town serves as a strong outwork, and the present efforts of the French under General Mangin, would indicate a flanking movement, the intention being to get between the forest and Laon, which if it succeeds would likely compel the Germans to evacuate their Vesle River positions and withdraw to the north of the Aisne, as far as least as the Chemin des Dames. Should Laon itself be captured, its fall will leave the enemy "up to the air" along the line from Verdun to Lille, as there would be no halfway house for him until he reached the Meuse, and such a

falling back would involve the abandonment of nearly the whole of the district of Northern France, which he has held for the last four years, and also of Western Belgium back to Antwerp. The Hindenburg line, which has Laon for its main support, would thus be untenable and in all likelihood there would be no attempt made to hold it.

The strategy of Marshal Foch, should the weather hold favourable, will be to round off his summers work on the Western Front, and by so doing prepare for next spring's campaign, which according to the signs now prevailing promises to be the concluding one of the great struggle. We may safely conclude that the Allied push of last week will continue, and should the operations of General Mangin be crowned with the success they deserve, the next news will contain the long looked for intelligence that the enemy is in retreat all along the line.

It is estimated that the Germans have lost in their defeats on the Marne and in Picardy, 500,000 men, at least, in killed and wounded, 1,500 field guns, beside smaller weapons, of precision, 100,000 prisoners, and not far from 2,000 square miles of French territory have been wrested from them. Something like 500 villages have been liberated but left in complete ruin, the Prussians destroying everything that is destructible, in their retreat.

From other points nothing important has been heard. The Russian situation is yet in a confused state and it will take some little time ere order can be brought out of chaos, if that be possible, considering the internal condition of that great but unhappy country. The Czech-Slovaks are in complete accord with the Allies and any day might bring good news.

From Baku, Salonika, Mesopotamia and Palestine there is nothing to report, and from the lack of news we may assume that the armies of occupation are sitting tight and holding on.

More near to ourselves has the war been brought by the depredations of the enemy submarines, on this side the Atlantic and the sinking of the sealer Erik and the attack on the auxiliary schooner Bianca, brings us to a closer realisation that the German is at large here, and that it will not be long ere a period will be placed to his activities so far from home. There is no cause for panic because of the nearness of hostile U boats. A few more tramp steamers sent to bottom, but the finish of their buccannery exploits is at hand. British still rules the waves.

Western Notes.

The strike at Port aux Basques shows no early sign of settlement, the men holding out for an acceptance of their last terms made to the Reid Mtd. Co., which are 35 cents per hour for day work and 35 cents per hour for night work. In the meantime a number of men have been brought in from outside places, and with a few boys are keeping freight barely moving.

The Road Board members are now engaged in rebuilding the bridge at Channel, and evidently are working on the "hasten slowly" principle, with the object of getting all the income possible for those in charge of the operations. A gang of fifteen men is employed when there should at least be twenty-five, as it is very necessary to rush this work in order that the public may not be inconvenienced, but the City Council thinks otherwise.

The idle aux Motes fishermen who was convicted of a breach of the Prohibition Act, and for smuggling, recently, took the alternative part of the sentence, viz. gaol. The Captain of the power boat "Luxor" was fined \$75 by the Magistrate at Channel, not long since, for being in possession of a small quantity of tobacco, which he had failed to report to the Customs.

In delivering judgment the Magistrate made the remark that "this is how the Government have to get revenue to keep up the Country."

There is a fair supply of squid bait along the Coast from Rose Blanche to Cape Ray, and boats average from two to three quintals daily, when conditions are favorable.

BAND CONCERT.—By permission of Sir Edgar Bowring the C. L. B. Band will give a Band Concert in Bowring Park next Wednesday afternoon. Proceeds for W. P. A. Citizens wishing to contribute can do so in the Park. — sep21

REWARD'S LINIMENT CURES DYS-

Particulars of Loss of Steamship Erik, SUNK BY A GERMAN SUBMARINE OFF ST. PIERRE.

The following account of the sinking of the steamship Erik is from the facsimile pen of Lance-Corporal John J. Ryan, of the Royal Newfoundland Regiment, who gave such a graphic and interesting account in Commercial Corner of the Newfoundland Regiment for the three years he was on active service, and who is a hero of Egypt, Gallipoli, and fought at Ypres, Flers, Geudecourt, Ghinzy and many other engagements. Lance-Corporal Ryan was Marooned operator on the "Erik" at the time of the attack by the German U boat and as will be seen from his pen picture of the shelling, had another most miraculous escape at sea to add to those already chronicled on land.

It was at one o'clock on Sunday morning, August the 26th, when I was in the land of dreams, a loud explosion seemingly from the engine room caused me to spring out of my bunk in the wireless cabin, and run down to the deck. A Russian Finlander who was at the wheel ran up the deck shouting: "Stop the engines! Stop the engines! Submarine." A shell then screamed across our stern and burst in the water a hundred yards away. I went around to see where all the men were, when the cabin windows came in with a click and the lamp was blown out. A shell had burst on the deck and wounded the mate who was on the bridge; the same shell cut the derrick and it dropped to the deck. It also carried away a lot of rigging and part of the wireless aerial. I left the cabin and went forward to the forecastle, and then several shells hit the ship in quick succession around the engine room. The boiler was letting off steam like a huge kettle, and shoots of flame made their appearance around the smokestack. We thought the ship was on fire but the flames died down when the firing ceased. The deck was honeycombed by shell fire and it was dangerous to move around. Nobody saw the sub, until she hove up alongside over half an hour later. She was firing from the port side as the flashes of her guns revealed and all the shots were falling ast. Our two lifeboats were smashed and a little part with one side all blown away. I saw two of our only means of salvation. Some of the men rowed off to the submarine and were plainly in view on our port side. She looked about the hundred feet in length and carried two 5.9 in. guns; a wireless aerial was plainly visible at the conning tower. Her deck was crowded with Hunns all eager to get a glance at their victims. Our boat was now rowing back to the Erik and we dropped anchor over the side to let the Hun officer on board. He had two sailors with

him who carried a large bomb to complete the ship's destruction. The Captain handed over his papers to the Hun whilst the fireman and sailors were working hard to plug the big lifeboat with blankets and nail on some boards. But the boat was useless and would not keep us afloat. I had back to keep the Hun who found the two Hun sailors with a flash light taking all the electrical fittings and stowing them in my valise. Part of the apparatus was lying on the floor having dropped from the wall because of the concussion of the shells. The windows were smashed but I managed to find my uniform, cap and coat.

The submarine again came up in speaking distance and the Germans started firing their own giberiats, told the boarding officer to send us on to the submarine. The little punt was half full of water and needed continuing to bail to keep afloat. I made two trips in her with the men, and the last trip we brought off the Germans who had set the time fuse of the bomb, also the boarding officer. I was the second last man of our crew to get on the sub and as I was about to get down the manhole the bomb on the Erik exploded. The apparatus was lying on the sub, we were all stowed. It was now about half past four. The Hun engineers gave some of the men a fee, but no water was to be had. The sub seemed a bit suffocating to me, perhaps it was because I am not used to being in an engine room. I heard our second say he would be contented to work in such a place for the remainder of his natural life. At eight o'clock the telegram rang and we rose to the surface. We were all ordered on deck. It was now raining and a little fishing vessel, the Wallie G., from Grand Band, was anchored close by. We were taken off in dories and placed on board the schooner. If she had a few more dories the Hun would have sent her to the bottom and let us row to land, but as luck would have it the Kallie G. with her six dories was allowed to go.

I went in the forecastle and had some breakfast and when I came on deck again the sub was quite a few miles away. The rain was still pouring and about ten o'clock it cleared up. We could now see St. Pierre to the south east and some bankers on our starboard bow. I noticed that only one of the bankers could be seen and they were all anchored at ten o'clock. A few minutes later the propeller was now plainly in view on our starboard bow. I saw the remaining banker, J. O'Flaherty, from Gloucester. We saw her sink stern first. We met some of the crew before the sub was sighted. The Germans were making no pretence of being friendly, and they were miles to go and we did not reach St. Pierre until Monday forenoon.

Two More Victims of German Subs.

"Elsie Porter" and "Potentate" Sent to the Bottom.

Early this morning a Norwegian steamer arrived in port, bringing with her the bodies of two droppery boats, "Elsie Porter" and "Potentate" attacked and sunk by a German submarine. From the saloons we secured the following details of the sinking. The "Elsie Porter" was 145 miles S. E. of Cape Spear, when, on Friday afternoon, at 2 o'clock, a German submarine appeared and fired two shots, which, however, did no damage. The tanker then hove to, when the submarine, which had by some time come up near, ordered the crew to get into the boats; whereupon the men did as commanded. The German commander then ordered the Captain aboard the submarine, accompanied by his son, the first and second mates. Meanwhile, the crew of the tanker had stopped, when a short distance away, and saw their vessel go down, having been set on fire by bombs placed on her by the Hunns. They then rowed toward land, and pulled all Friday night, Saturday and Sunday night, and it was not until Saturday at 2 o'clock in the afternoon that they were picked up by the Norwegian steamer on which they found the crew of the "Potentate". The crew of the Elsie Porter all belong to Bridgewater. The three men from the "Porter", the Captain's son being the first mate, who went aboard the sub, have not been seen since, and it is presumed are still aboard, having been kept as prisoners. It was at 8 o'clock on Friday night, when 150 miles S.E. of Cape Broyle, that the German submarine "got" the "Potentate". The undersea boat fired three shots, one hitting the stern, one the engine box, and one going wide across the bows. The tanker then hove to, and the German commander ordered the captain aboard the submarine, where it is conjectured, he is kept prisoner. The crew meanwhile, rowed away a short distance, and stood by. It was not until 5 o'clock that their ship sank, the Germans having recovered all the provisions from her. It is not known what fired the vessel, but presumably it was by placing bombs on her. The men close roved N.E. and some were picked

up by the Norwegian boat, while three dories of their men are still afloat, without water for food. That their position is a precarious one. The crews of both vessels are at present at the Seaman's Institute, where they will stay until their passage home is arranged for. The rescued men of the Potentate were only in their boats a few hours when picked up by the Norwegian steamer. Of the four men belonging to the two vessels taken on board the submarine nothing is known, and whether the Hun commander is keeping them prisoners for a purpose, or whether he will have sent them away in the dories in which they boarded the sub, is problematical. The Germans invited the men of the Elsie Porter aboard the submarine, while they were watching their ship being looted, which offer whether meant in a kindly spirit or not, was refused.

Bon Voyage. There was quite a large gathering of relatives and friends, including the members of the G. of E. Glee Club, at the station yesterday to wish Miss Ethel Martin good-bye upon her departure for her new home in Sarnia, Ont. Miss Martin was the recipient of a large number of presents from The Royal Stores, Ltd., the employees of The Royal Stores Ltd., the Cathedral Choir, and other friends, which will be a constant reminder of the happy years spent in the home of her girlhood.

Train Notes. Saturday's outgoing express reached Port aux Basques at 8:25 p.m. yesterday.

Yesterday's west bound express left Holyer at 4:55 a.m. today.

To-day's express reached the city at 1:30 p.m. today.

When you want Sausages, why—get ELLIS'; they're the best.

Market Notes.

Codfish.—The factors which will now make for high prices of dry, are the short Labrador catch and the large proportion of the shore catch sold out of salt bulk and fresh. No. 1 (Prime) Merchants brought \$12.50 per cwt. last week; Medium and Large Maderia \$13; Small \$11 to \$11.50; West India \$6 to \$7. When Labrador opens it is expected that \$9.50 to \$10 will be the figure offered.

Cod Oil.—The tendency of Common is upwards, with keen competition among exporters, who are buying all they can get, and sales are being made at from \$300 to \$315 per ton, hardwood packages, in large parcels, ready for shipping. Refined is still \$2.50 per gallon.

Herring.—On the wharves of herring exporters repacking of "spits" for the Halifax market is now going on. The demand here holding exceptionally good, it is easy to sell good spits at from \$6.50 to \$7 per barrel.

Lobsters.—Some sales of No. 1 were made last week at \$20.50, large lots ready for shipping. This figure is, we think, somewhat in advance of prices being paid on the West Coast by outside buyers. The season's pack is estimated to be about one half of last year's.

Pickled Salmon.—No change in price since last report, \$22.50 for large No. 1, and \$20 for small No. 1 per cwt., still holding.

Provisions.—Government Standard Flour is selling at \$14 to \$14.50, according to barrels. It is no use to expect to purchase "all whites," as there is but little in stock and later there will be none at all as export from Canada of the pre-war grades are now prohibited. Pork prices are unchanged. Ham But, wholesale is now \$45, thus touching the lowest for the season. Short Cut Clear \$48; Spare Ribs \$35. Beef holds firm and present prices are likely to last. Bacon stands, Bos. Flank and Boneless \$43 to \$48.50; Bos. Packet \$41. Sugar is now very scarce as owing to tonnage shortage the monthly supply of 2,000 barrels is not coming regularly. Better conditions however may be expected this month. Puncheon lots of molasses were sold at 25 cents, which is under the Food Board's regulated price. Present indications point that the gallon rate will be from 2 to 4 cents higher.

Potatoes.—Potatoes of local growth have tumbled to \$7 per barrel. Last sales of imported were made at \$7.50 but the next lots to arrive will be considerably less, \$6 being mentioned. This will cause the home grown to decline to meet, and as the season advances there will likely be a further drop.

Reids Boats. The Argy's leaves Placentia to-day on Merasheen route.

The Clyde is leaving Port Union to-day.

The Dundee is leaving Lewisport to-day.

The Ethie left Flowers Cove at 4:29 a.m., Aug. 31st, going north.

The Homs is leaving Lewisport this morning.

The Sagons left Trinity at 9 p.m. on Saturday, going north.

The Petrel is leaving Port Union to-day.

The Fogota left Port aux Basques at 6:10 p.m. on the 31st ult.

Here and There. SMALLPOX SPREADING—Another case of smallpox has been reported from Bay Roberts and two more at Bell Island.

Everybody appreciates good clean goods. You should see our Men's Fancy Shirts at \$1.50. W. R. GOOBIE, just opp. Post Office. aug19

GUESTS AT BALSAM PLACE.—L. A. O'Brien, Mrs. (Dr.) Atkins, Bay Roberts; E. F. O'Brien, H. Wratt, Heart's Content; Mr. and Mrs. A. R. Thomson, Miss Olive, Clara and Edgar Thomson, Miss F. Lee, H. R. Grace.

Get the suit that is made to do what you want it to do. That is good satisfaction, \$15.50 to \$45.00, at W. R. GOOBIE'S, just opp. Post Office. aug19

School Opening

Syllabus 1919.

Primary Grade
Christmas Carol.
Ballads of British History.
Preliminary Grade
Christmas Carol.
Ballads of British History.
Richard of the Lion Heart.
Intermediate Grade
A Book of English Prose.
Gray's Elegy, Ode to Elton, etc.
Janet and Sealer Association.
Grades
Julius Caesar.
Merchant of Venice.
Tennyson's Ode on Death of Wellington.
Addison's Essays and Tales.
Shakespeare's Richard II.
Geoffrey Durward.
The Laureate Poetry Book, No. 8.

Latin
Caesar—Gallie War Book 1.
Cicero — In Catalnum Fimo Oration.
Virgil—Aeneid, Book 1.
Junius A. Physics.
The Ontario High School.
Senior A. A. Physics.
College Physics—H. S. Cahart.
See your order for SCHOOL BOOKS and SUPPLIES with the store of Good Service and Low Prices.

DICKS & CO., Ltd., Booksellers.

NORTHERN CIRCUIT.—The Supreme Court on the Northern Circuit consisting of Mr. Justice Kent, Mr. J. Carroll, Sg. Sheriff, Mr. Simon Ber, clerk and Mr. T. P. Haller, Clerk Prosector, left town Saturday evening. Other lawyers will join the court later on.

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Victims Making Port.

It is estimated that upwards of seven bank fishermen, whose vessels were sunk by the Hun raider in the past few days are making land in their dories.

Great Send Off.

Yesterday at the station a large number of N. I. W. A. and other union were present to give the N. I. W. President, P. Bennett, a send-off. He boarded the express for Port aux Basques, the scene of the strike, where for him, the N. I. W. A., and strikers at Port aux Basques, were sent and they could be heard a long way from the station.

Here and There.

When you want Steaks, Chops, Sausages and Collops, try ELLIS'.

THE PORTIA.—The s.s. Portia left at 7:30 last evening for Bonne Bay.

ARRIVED.—The friends of Capt. Gombie will be glad to hear that he has arrived at his destination, all right.

Bank for Pure Gold Quick Currency Fulfilling. It's delicious.

POLICE COURT.—A drunk was fined \$1 or 2 days. The defendant in an assault case, was fined \$1.50 and 2 days.

PEAR OUTING.—The Star of the Association are making arrangements for an outing to be held at Woodport on the 11th inst. Included in the sports programme will be a number of boat races.

DICKS & CO., Ltd., Booksellers.

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G. KNOWLING, Ltd.
Great SHOE Sale.

We are calling you to a Shoe Sale that will appeal to people who know Superior Shoes. This Sale is not inaugurated for the purpose of selling shoes of indifferent quality, or shop-worn accumulation. It's simply giving our friends—the Public—the benefit of our Special Purchase of a few lines of Ladies' Buttoned & Laced Boots in Patent and Gun Metal Leathers, all Goodyear Welted.

ITS YOUR GREAT SHOE-BUYING OPPORTUNITY.
BUY NOW AND SAVE MONEY.

These cuts represent the style of Shoes we offer as the Best Shoe Bargain in town. Women's High Cut Patent Vamp, Gun Metal Top, Goodyear Welted, St. Louis Heels, Buttoned and Laced. Regular price would be \$7.50 to \$8.00.

Our Price, \$4.75.

Another line of Regular Cut in Patent and Gun Metal Leathers, Goodyear Welted, Cuban Heels, Buttoned and Laced. Regular price would be \$6.50.

Our Price, \$3.75.

Just think it over and compare with what's being sold in town to-day.

G. KNOWLING, Ltd.
SHOE STORES.

COUTTS' ACETIC ACID!

A valuable remedy for certain acute and chronic diseases. Book of Instruction for system of treatment with bottle.

TANGLEFOOT
The Sanitary Fly Destroyer, non-poisonous; also Fly Sucker, Fly Repeller, Mosquito OIL.

DUST OF LEBANON
Immediately removes the smell of cooking.

DUSTBANE
A Sanitary Sweeping Compound.

AYRE & SONS, Ltd., Grocery Dept. PHONE 11.

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Ladies Fall and Winter Coats

Latest Style English All-Wool Now Showing HENRY

Smallwood's Big Men's Fine Boots

At \$3.00, \$3.50, \$4.00, \$4.50.

We are clearing these lines out. Buy one week only. Don't miss your chance in plain gaiters.

SMALLWOOD'S FINE BOOTS—10

Send the boys here.

SMALLWOOD'S
The Home of Good