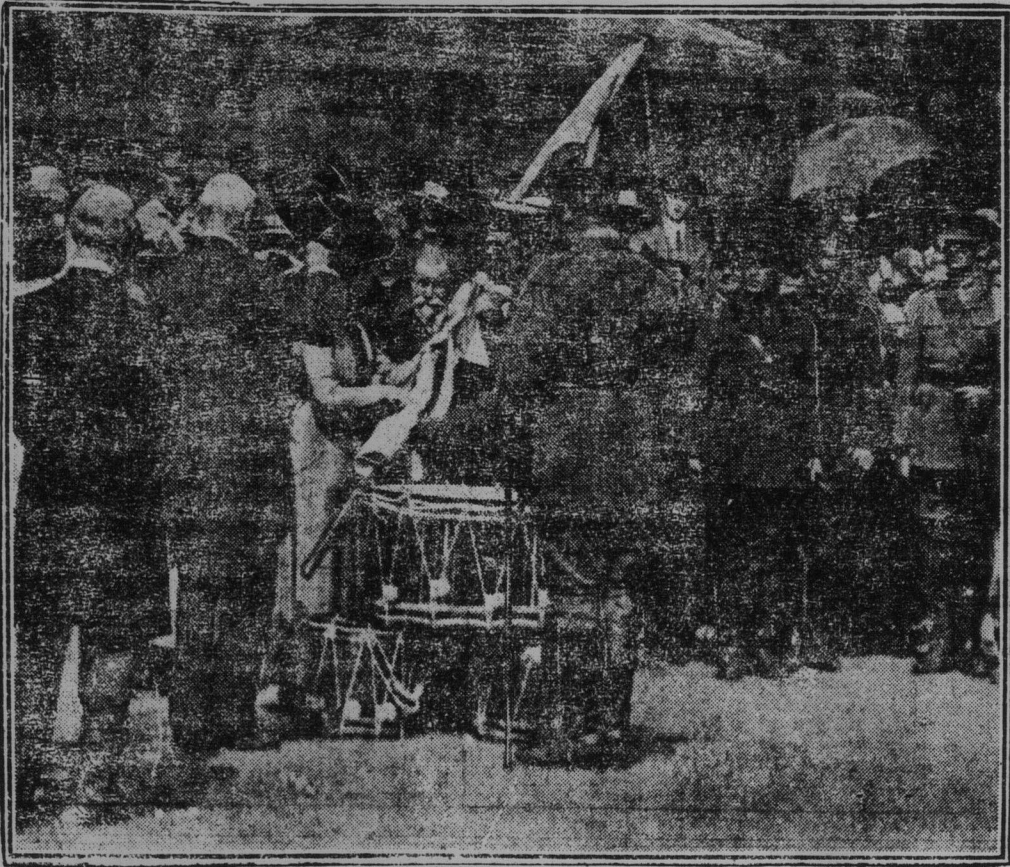


## BRITISH WOMAN'S GIFT TO THE ANZACS



On the parade ground of Wellington Barracks the Princess Royal presented a silk Union Jack and silver shield to the Australian forces on behalf of the women and children of the British Isles. Photo shows the Princess Royal, sister of King George, handing over the flag.

## Sees End of War By The Winter of 1918

Neutral, Back in London From Berlin, Believes Germany Can Continue for a Year; No Danger of Starvation; Greatly Disheartened by Enormous Losses

(Special cable to The New York Times) London, Sept. 7.—The Daily Mail publishes an account of conditions in Germany ten days ago, which was obtained from a neutral who toured the country in July and August for the purpose of an independent inquiry into the existing situation. The Mail's informant said: "My mission was to sound every class of German opinion as to the present and the future of war. I interviewed bankers, manufacturers, high state officials, merchants, diplomats, workmen and common soldiers. I am a graduate of a German university and have known German ways and habits of thought for thirteen years, most of the time as a resident in the country. I flattered myself at the outset that the Germans would not be able to deceive me when I sought to find out really what was at the back of their heads. "They succeeded in convincing me that they genuinely believe they will win the war. They do not appear to be able to produce any very tangible evidence on which to base their belief, but the belief is there. Everybody wants peace. If only this hideous war were over, I have heard on all sides, but nowhere did I encounter any desire to stack arms on the basis of a defeated Fatherland. "I am quite amazed by the English people's curiosity to know if the Germans are starving. They are nowhere near starvation. The crops are good, somewhat better than the average. They are satisfactorily harvested. There will be nothing to prevent the Germans, so far as food is concerned, from fighting for another year at least. Food shortage alone will never cause Germany to sue for premature peace. It is a widely cherished misapprehension, too, that monetary conditions are hastening the collapse of Germany's ability to continue the war. I imagine Herrrich (minister of the interior) can have an-

all the sympathy in the world." He has told us nothing. The world has come to know the German in the past two years. "I saw the dead faces of American women and babes at Queenstown after the Lusitania atrocity. I remember the cowardly assassination of a brave woman, Miss Cavell. We have read of the cold-blooded murder of a prisoner of war, Captain Fryatt. Of course, Germans don't care a rap for the sympathy of the world. The world is against Germany and the German assumes that, therefore, all the world is wrong and Germany right.

Your correspondent is, however, quite correct in his statement that "victories are won on the battlefield and not in the newspapers." I am reminded of a statement made to me in London less than a year ago by a member of the British cabinet: "Germany will win battles, but we will win the war." There is probably more in that statement than we can expect a German to appreciate or even understand. Watch the Balkans! Watch the utter collapse of Austria within two months! We don't worry about the microscopic villages in Northern France. "I have my passage reserved for next May, when I expect to visit Berlin to see the allied victors march down Unter den Linden. It is as certain as that the days follow the night—and won't there be a reckoning for those responsible for the rape of civilization in the past two years? The only ally of Germany is the meeting of allied representatives in Berlin to arrange for the government of what was Germany, Austria, Bulgaria and Turkey, and how the peoples of these countries shall work for the next hundred years to repay to the Allies the cost of this great world tragedy.

## Peace Proposals By Winter!

(New York Times) Captain Norman Thwaites of the Fourth Dragoon Guards, who arrived yesterday on the White Star liner Adriatic as a Foreign Office courier with dispatches from London for the British Embassy at Washington, said that it was the opinion in official circles that Germany would make preliminary peace proposals before the winter campaign commences. "Austria-Hungary is beaten," he said, "and will give in very shortly, and Bulgaria will follow her example. He expected that the war will last until the autumn of 1917, unless some unforeseen event occurs.

The No. 12 little plane just sent to the front from England is a wonder in every way. The machine has a speed

## STOP SPEEDING IN NEW YORK CITY

Forty Eight People Killed In Gotham During August

## AUTOS BLAMED FOR 38

Outside of City, But in State, Motor Cars Caused Death of Fifty People; New Traffic Court to Deal With Speed Cranks

Forty-eight persons were killed in New York City last month by vehicles, according to the report of the National Highways Protective Society. Of these thirty-eight were victims of automobiles and nineteen were children. Trolleys killed and wagon four, and of these ten, six were children.

In the state outside of New York City thirty persons were killed by automobiles during the month, an increase of eleven over the corresponding month of last year, when thirty-nine were so killed. Trolleys killed two and wagons two up-state.

In New Jersey twenty-four persons were killed by autos, two less than in August, 1915. In New York, too, one person was a victim of a trolley car and one of a wagon.

"The trainings and extra precautions taken by the railroad companies have undoubtedly been the cause of the great reduction in railroad grade-crossing fatalities," said the report.

In this connection the report showed that in the state of New York at railroad grade crossings eight persons were killed, seven of whom were in autos. During the corresponding time in the state of New Jersey four persons met with death in a like manner.

A new traffic court has been established in New York to deal with motorists who violate the traffic laws, and during the first ten days' operations of this court, presided over by Magistrate Hayes, it cost more motorists of New York City \$7,430 to speed up and down the avenues, dash swiftly around corners, and in other ways violate the law. If those who drive vehicles continue to violate the law at the same rate for a year, they will add something like \$230,000 to the income of the city.

The Traffic Court has decided that either the streets of the city are to become "reasonably safe," for the pedestrian or the cost of violating the law is to increase very materially. "The court began operations on June 14, it has disposed of sixty-five cases a day, on an average, and all spectators, whether they are rich or poor, are treated exactly alike, on a uniform policy.

Here is the schedule of fines: Speeding, first offence, \$25; second offence, \$35; third offence \$100 and revocation of license. Speed, aggravated with carelessness, \$25 to \$50. Driving while intoxicated, \$100 and revocation of license. Reckless driving, \$20 to \$100. Passing a stopped street car, \$30 to \$50. Driving with one or more lights extinguished, \$5 to \$10. License number obscured, \$2 to \$10. Using license number of another, \$5 to \$10. Failure to follow traffic officer's directions, \$2 to \$10.

But if Magistrate Hayes has his way, there will be something more than a mere system of fines. What he proposes to do is to make the owners of automobiles responsible in cases where their drivers persistently violate the law. He is going to see whether it is not advisable to instruct the police to arrest the owner, as well as the driver, whenever the owner is riding in a car which is driven in violation of a city ordinance. He proposes further to secure some means of revoking the license of a car whose driver, whether owner or chauffeur, has been convicted three times. "There are some owners who say that they tell their drivers not to go fast," declared Magistrate Hayes, "but if the owner of vehicles would take proper notice of the acts of their chauffeurs; if they would say: 'You go beyond the speed limit and you are caught, you will lose your job, and will have to pay the fine yourself,' and we would see a quick reform on the part of the chauffeurs. The trouble is that there are so many people who want to go fast, and who think that an officer may not be about, and are always willing to take a chance. If we had a law to suspend the license or operation of cars whose drivers have been convicted three times, it would put the owners sit up and take notice."

As the law now stands in New York it is impossible to secure the revocation of a license of a man who drives his car recklessly unless he is driving

of 125 miles an hour and can ascend at an angle of 47 degrees. It is so safe that it is fool proof and carries a machine gun which will fire twenty-five shots a second. The naval air service has improved very much and is doing good work over the Channel and the North Sea in scouting for Zeppelins and the enemy's fleet.

One reason for the slowness of the advance on the Somme, he continued, was that the Germans had destroyed all the water supply except one pipe line that they had reserved for themselves. The Allies had to run fresh pipe lines and to lay them in such a manner that they could not be destroyed.

"My own company rushed a deep dug-out," he said, "where a number of Germans had taken refuge and were throwing bombs. Two men of the Engineer Corps, with a Corporal, came up and rolled a barrel of powder to the entrance. After attaching a fuse to it, they rolled the barrel down into the dug-out, and every one ran for his life. The whole place was blown to pieces by the explosion, except at the feet of the last by the entrance, where they found a Prussian officer against the wall, with a pistol in each hand. He was dead from the fumes of the powder."

The captain said that he had brought over a number of battle relics to be shown at the next Allied bazaar, which is to be held in Boston in December.

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fore. When that was lifted, our men got into the enemy's trenches with irresistible dash, and although they met with a stout resistance, there was no stopping or stemming the dash of the men of Munster. They rushed the Germans off their feet. They bombed and they bludgeoned them. Indeed, the most deadly instrument of destruction in this encounter was the short, heavy bludgeon in the shape of a sillicah, the use of which, we are led to believe, is the prescriptive and hereditary right of all Irishmen. Our badge is the shamrock and with sprig of shamrock and shamrock so green—as our Irish song says—we gave the Huns such a dressing and a drubbing as none of them who survived are likely to forget half an hour in the trenches and all was over. Dugouts and all were done for. Of the eight officers, four were casualties, two unhappily killed, and two severely wounded, of whom one was Lieutenant Batten-Pool.

## Use Bludgeons In Trench Raid

German Fear This Weapon More Than Bombs; Member of Parliament Describes its Effect

London, Aug. 20.—Captain D. D. Sheehan, who is fighting in France, while on leave in London recently, told how Lieutenant Arthur Batten-Pool of the Royal Munster Fusiliers won the Victoria Cross. Lieutenant Batten-Pool won the V.C. while in command of a party detailed to make a raid on a German trench. At the moment of entry into the enemy's lines he was severely wounded by a bomb, which mutilated all the fingers of his right hand. In spite of this he continued to direct operations with unflinching cheerfulness and directing his men. He courage, his voice being clearly heard was urged, but refused to retire. Half an hour later, during which several personally assisting in the rescue of other wounded men, he received two further wounds. Still refusing assistance, he walked unaided to within 100 yards of our lines, when he fainted, and was carried by the covering party.

Captain Sheehan took part in the raid, and this is his story: "Though it was toward the end of June the rain was continuous, and I have seldom seen the trenches in a worse condition of sush and mud. The men cracked jokes at one another as they endeavored to negotiate some particularly deep pool of mud, as is their way, treated the worst side of life in the most good-humored manner. We had completed our relief and made all our dispositions in good time, leaving some hours on our hands before the raiding party were to advance to their dangerous adventure.

"Eight officers were to go out on the raid—this will give some idea of its magnitude and importance—and Lieutenant Batten-Pool was one of these. He belonged to our company, and he looked in on us at our dugout in the casual kind of way that is the fashion out there. Very little was spoken about the prospects of the raid. Some refreshments were sparingly discussed, and Humphreys: 'By the way, here is 25 which my mother sent me to be spent on the men of our company. I only got it today. Will you take charge of it?' There was no pessimism about him even then. He knew he was engaged in a desperate hazard, but it was not his way to talk about it. He only wanted to see that the gift intended for the men of his company did not fail in the worst event. His last thought before going over the parapet was one of consideration for the troops.

"And what about the raid itself? Well, the Munsters once again covered themselves with glory. While our men were out in No. 14's Land at the point of assembly, our artillery, at a given moment, belched forth such a fury of shot and shell as I had never seen be-

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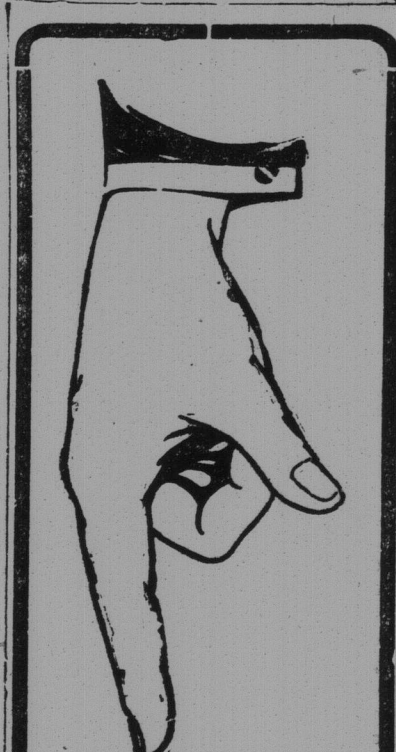
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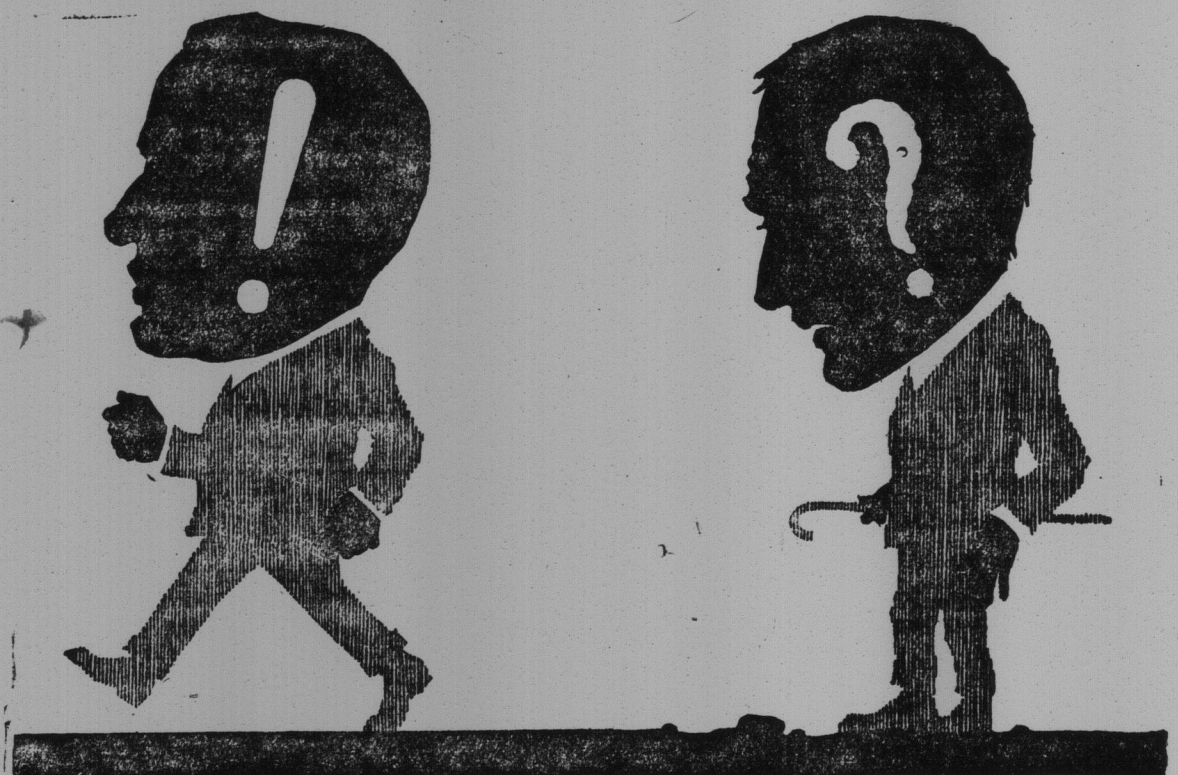
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