

BRITISH, FRENCH AND ITALIAN ADVANCES IN WESTERN FRANCE

TOWN OF LASSIGNY IS NOW UNDER CONTROL OF FRENCH

Germans Retire To Plemont, About One Mile Southeast of Lassigny, For Which They Headed Following New Advance By Gen. Petain's Men—Italians Capture Mountain Positions—British Gain Further Ground At Apex of Lys Salient.

London, Aug. 14.—The town of Lassigny, on the southern part of the Picardy battlefield, for which the French have been struggling over the hills to the west and south, has been captured by them, the Pall Mall Gazette today says it understands.

The reported capture took place this morning. With the French Army in France, Aug. 14.—The Germans are now in Plemont, about a mile southeast of Lassigny, to which they retired following a new advance by the French. General Humbert's army moved forward two miles yesterday and took the St. Claude Farm, which makes the hold of the French on the southern part of the Thiescourt Plateau secure.

Roms, Aug. 14.—Italian forces have occupied Monte Nantello, Punta Di Matteo, and the spur southeast of Cima Zigolon, north of the Damello region, according to an official statement issued by the war office.

Much Mustard Gas
On the French Front in France, Aug. 14.—(Reuters' Ltd.)—The Germans are combining the French in the Lassigny area generally with machine guns which are as numerous as soldiers. The valleys and woods which the French must traverse are being flooded with mustard gas. The French, however, are advancing through the valleys by infiltration. The German caissons indicate that the main enemy force is retiring upon a defensive line not far distant.

Exciting Races On The Chatham Track Yesterday
Tommy Cotter Gets Record in 2.12 3/4, But Lacopia Won the Race—Jennie Penn of St. John Captured the Thirty Class.

Special to The Standard
Chatham, Aug. 14.—Between one thousand and twelve hundred people, including many from north and south, witnessed the first of the two days races at the M. A. E. A. track. While the 2.30 class went in straight heats to Jennie Penn of St. John still each heat was hotly contested, the 2.12 3/4 class was the only one in which the horses being closely bunched. Unfortunately after the second heat of the 2.30 class there was a heavy shower, but after half an hour's wait the track was brushed up and put in good condition as the following heat of the 2.12 class shows, Lacopia stepping the first half in 1.06 and the mile in 2.15. For the fifth heat in this class only Lacopia and Tommy Cotter came out, they being the only heat winners, Lacopia winning. It was 7.30 before the racing was over for the day. The first heat in the 2.12 trot and pace, won by Tommy Cotter in 2:12 3/4, was the first heat in the Maritime Provinces by a provincial bred horse.

Tuesday's Fighting
Tuesday's fighting put the French west of a mile north of Camborne, close to Attiche and Carmoy farms, which are two big machine gun nests.

The French left advancing on Lassigny met with vigorous resistance north of St. Claude and north of Marcellin-Lamotte. However, they succeeded in fighting their way through the woods and moved their line 500 yards northeast of Gury. North of Gury they reached the southern edge of Loges Wood and also penetrated the park belonging to the Chateau de Plessiere de Fleury. They also reached Beira, between Fleury de Roye and Thiescourt.

The British Gain in Flanders
London, Aug. 14.—British troops have gained further ground at the apex of the Lys salient in Flanders, says the official statement from Field Marshal Haig today. East of Meteren the line was advanced slightly, while east of Vieux-Berguin, south of Meteren, patrols established a new line.

WEST END LEAGUE
The downpour of rain last night put an end to an interesting baseball game between the Courtenays and Giants on the Queen Square diamond, West Side. The game was called in the third inning with the score standing 2 to 0 in favor of the Courtenays. Messrs. McAllister and McLeod were umpires.

A pleasant gathering was held last evening at the home of Mrs. J. H. Hamilton, 95 Spring street, when a number of friends and relatives of Mrs. J. H. Hamilton, who recently returned from overseas after two and a half years service gathered to welcome her home. A delightful social evening was spent during the course of which J. H. Hamilton, brother of the returned man, on behalf of those assembled presented Mrs. Hamilton with a beautifully engraved certificate. The recipient made a brief reply in which she spoke feelingly of his pleasure at being home again and expressed his appreciation of the token of the part of his friends.

Representatives of the Union said they would adhere to their demands but they would not stand for disorder. They believe they had the sympathy of the people and would use their best efforts to see to it that nothing was done to alienate that sympathy. There will be no street cars today and the outbreak at the time of writing may also be affected. The number of men affected is between 300 and 400. The amount of money involved in the strike is between \$100,000 and \$200,000. August 1st is something in excess of \$10,000.

STREET RAILWAY MEN GO ON STRIKE TODAY

(Continued from page 1)
Men Reject Offer.
This offer was considered by the men and they objected to the proposal that the payment of the proportion of the increase from April 1st to August 1st should be contingent upon the company's receipt of permission to charge higher rates. "What we want," said President Farris last evening, "is that the company shall agree to pay us that money in not less than thirty days from date. We do not know how long this Commission will drag out its sittings and we need the money."

No Cars Will Move.
The hour set by the men as the time limit within which the company should reply was nine o'clock today, but Mr. Hopper said last night that no cars would be taken out of the barns this morning. "There is no use in running cars for three hours and then facing the possibility of having them abandoned at different points on the line," said he.

Labor Department Acts.
The Canadian Department of Labor, through Deputy Minister Ackland, has been prompt to act and yesterday afternoon Manager Hopper received the following self-explanatory telegram:

Ottawa, Ont., Aug. 14, 1918.
H. M. Hopper, General Manager, New Brunswick Power Company, St. John, N. B.
Word reaches Minister Company is not accepting board's findings. Minister trusts this statement incorrect, but that if company cannot accept appeal to the appeal board as provided by board of appeal recently constituted to meet such cases. Please reply.

Will Appeal At Once.
To this Mr. Hopper replied in substance that the company was willing to pay the increase in rates from August 1st, and set forth the company's position in regard to the back money as contained in President Ross' letter to the men. Mr. Hopper formed Mr. Ackland that if the men did not accept the company's offer the company would file the necessary appeal to the appeal board as provided for by the Industrial Dispute Act.

Situation May Be Bad
The effect of a street railway strike in St. John at the present time will be to inconvenience a very large section of the population who are dependent upon the street railway for their means of business and for the most part of their means of amusement, all households using power or gas for domestic purposes and all industrial or manufacturing establishments dependent upon the company for their motive power. In some factories private power plants are installed and these will not be affected except insofar as electric light or gas is concerned. The number of such private plants is however but small in comparison to the total number of manufacturing and industrial establishments in the city and the effect of the strike will be generally crippling if the strike develops to an extent where it will include the power and gas plants.

Disorder Unlikely.
If reports of yesterday are to be relied upon the strike is unlikely to develop scenes of disorder such as were enacted on the last occasion. The members of the Union strongly deprecate any disorder and the men and conductors will be kept in uniform and help to check any disorderly tendencies on the part of any person.

Company Willing But Helpless
Speaking of the situation last evening Mr. Hopper said:
"The company agrees that the men should get the best living wage it is possible to pay them but we are in the position that we simply cannot pay all that is asked unless we obtain permission to increase our rates. Our financial position is frankly and truthfully stated in the letter of the president sent to the men this afternoon. We are prepared to pay at once the increased rate from August 1st and are asking the men to wait for the back money until we receive permission to charge higher rates."

Offers Are Empty.
"What if the commission does not grant that permission?" asked the Standard.
"Then we will be forced into liquidation," was Mr. Hopper's reply.

Men Urge No Disorder
Representatives of the Union said they would adhere to their demands but they would not stand for disorder. They believe they had the sympathy of the people and would use their best efforts to see to it that nothing was done to alienate that sympathy. There will be no street cars today and the outbreak at the time of writing may also be affected. The number of men affected is between 300 and 400. The amount of money involved in the strike is between \$100,000 and \$200,000. August 1st is something in excess of \$10,000.

ALL HOSTILE POSITIONS BETWEEN WESTERN OUTSKIRTS OF BRAY AND ETINHEM CAPTURED BY BRITISH

Australians Do the Trick and Also Clear the Enemy From Cateaux Wood—Fierce Fighting on Top of Lassigny Ridge, Enemy Putting Up Fiercest Sort of Resistance—Allied Front in Picardy Now Extends Over Front of Fifty-Three Miles.

With the British Army in France, Aug. 14.—(By The Associated Press)—All hostile positions between the western outskirts of Bray and Etinehem have fallen into the hands of the Australians, thus placing the river banks southwest of Bray under the control of the British. The Australians, also, have cleared the enemy from Cateaux Wood.

London, Aug. 14.—There was fierce fighting today on top of the Lassigny Ridge, the Evening Standard reports. The French there were fighting their way stubbornly forward and this afternoon were pushing solidly down the far side of the elevation, the reports declare.

The Germans were said to be putting up the fiercest sort of resistance and the fighting, it was indicated, might last a day or two before the hill was finally cleared of the enemy.

53 Mile Front.
Washington, Aug. 14.—Official reports to the American government show that the Allied thrusts in Picardy extended over a 53 mile front and had attained a maximum penetration of fifteen miles up to yesterday. General March, United States chief of staff, speaking of American troops, said: "The term is five hundred of the contingent of 1920, that is young men now eighteen years of age."

Strong Resistance.
At Plemont the Germans found positions all ready to receive them and were able to offer strong resistance. The enemy took Plemont during the fighting early in June, and their old trenches there are still organized with wire entanglements.

Captured Document.
With the French Army in France, Aug. 14.—(By The Associated Press)—The anxiety of the Germans concerning the depletion of their reserves appears to be confirmed by a document captured by the British during the recent fighting. "The state of our reserves of men and the economic situation in the interior," says the document, "obliges us to send back to the fighting forces all the men of military age in the rear. The document prescribes the destination for all the men of this service then employed in the rear, and adds: 'The higher command desires above everything to restore the industry reserves.'"

Prisoners Belonging to forty-nine different garrisons in Germany give confirmation of the existence of this man-power crisis, showing that the route of the Oise Valley to Normandy by rail and the big national thoroughfare, not to mention the canal which parallels the roadways for the greater part of the way. Normandy is only a little more than six miles northeast of Ribecourt.

ENEMY EVACUATES POSITIONS OVER FRONT OF FIVE MILES

(Continued from page 1)
Defence Stiffens.
From the Somme to the Oise, except in the latter region, where the French have made further gains, the Germans seem to have had further success in holding back the Allied troops and are in possession of Chantilly and Roye, upon the capture of which the efforts of the British and French have been centered. On this central part of the front the enemy continues to deliver violent counter-attacks and has further reinforced his line with men and guns and is using them without stint to retain his positions, realizing that their capture would spell disaster.

The giving up of front line trenches north of Albert possibly may mean that the German high command foresees the ultimate success of the American and British operations along the Somme and is reorganizing the German positions to meet any eventualities.

In any event the retrograde movement, seemingly indicates that the ten mile salient between Beaumont, Hamel and Bray on the Somme, with Albert its apex now give way in order that the German front there may come into alignment with that in the south across the Somme. In fact, it seems not improbable that the German purpose to readjust their front from the Somme to the Oise, and possibly further southward.

Ribecourt Captured.
The capture of Ribecourt by the French marks an important epoch in the offensive which has for its immediate purpose the taking of the region between the Somme and the Oise of the enemy. As a gain from the strategic standpoint it ranks with the taking of the French of the forest and hill positions between the Mats and the Oise, which has brought the French almost to the gates of Lassigny.

Through Ribecourt lies an open route to the Oise Valley to Normandy by rail and the big national thoroughfare, not to mention the canal which parallels the roadways for the greater part of the way. Normandy is only a little more than six miles northeast of Ribecourt.

THE SOLDIERS IN LONDON ALWAYS IN GOOD HUMOR

Men on Leave Are Sociable and Cheerful and Nothing Disturbs Their Even Temper.

(By Lieut. K. N. Colville.)
Do you wish to know the British soldier in full war paint and the very best of temper? Then travel on an inner circle train on the London Underground Railway, between Victoria and Charing Cross Stations, at about 2.15 p. m. any day of the week, provided the leave trains are running.

You must not, however, object, for at least the least children, to an exceedingly crowded car. For, in the first place, the number travelling as far as Charing Cross is large, and the grey-haired "G. R." veterans, who act as shepherds to these war-weary men, always herd them as far as possible into the front car—a smoking carriage. Besides, they are sociable beings and like to travel in the company of as many of their pals as possible.

In the second place, the amount of impudence they carry about their persons is, as every civilian knows, enormous, and it is quite impossible for four soldiers straight from the trenches to seat themselves in the space partitioned off for that number of ordinary passengers, particularly in those seats paired face to face. Their packs, with steel helmet, haversack, water-bottle, canteen and all, make it impossible for them to sit anywhere save on the edge of their seats; their rifles and their solidly built army boots (not to cast aspersions on the best made shoes) cause them to project well into the fairway in front. Some unsling their kit and dump it on the floor, but that does not economize space, though it does make it easier for them to sit down. There are always a good many standing as well.

Their conversation is free and cheerful. They know that there has been an alibi the night before does not in the least perturb them, unless they have special reasons for fearing for the safety of wife and children. Not even those of them who are bound for Liverpool street are disturbed at the assurance (given by some kind northward-bound friend) that there is every prospect of another raid tonight. They feel, perhaps, that it is as well that the transition from the trenches to "Blighty" should not be too sudden. You will gather from their cheery conversation that the particular soldier each has been in is the very worst in the whole line, but it transpires that this only means it is the muddest. They take a great pride in its supremacy in the matter of mud.

The majority of these men will be northern men or Scots, for it is especially to the stations that serve such folk that this train goes. The train service to the north, which most of them agree in condemning because it does not provide non-stop specials to their own particular townships, is the theme of much discussion.

At Charing Cross another of the invaluable "G. R.'s" puts his head in and says: "Change here for King's Cross and Waterloo, keep your seats for Liverpool and Euston."

It is not every soldier that knows for certain which station he does want to get to, but his pals and the "G. R." between them always see to it that every man's feet are set in the right path. The railway authorities must by now have learned from experience the necessity of allowing for an unusually long halt at this station; it takes some time to file out on the platform when you carry all your goods and chattels along about you. Many are the affectionate, though sometimes rebald, partings and the promises to meet again at Victoria's a fortnight hence, between the King's Crosses and the Eustonians, as the train with considerably more room in it, but poorer by much of the country's truest wealth, moves on eastward.

PIGS IS PIGS

Halifax, Aug. 14.—The great pig question has reached the supreme court. City Solicitor F. H. Bell applied for an injunction against one Purcell to restrain said Purcell from maintaining a piggery on the city water shed, thus menacing the city water supply and endangering the public health. The injunction was signed.

PERSONALS

Miss Grace Doyle, of St. George, is visiting Miss Nan Terry, Richmond street.

George Thorne, grocer of Ennisfield, was a visitor in the city yesterday. Col. F. B. Black, Sackville, N. B., was in the city yesterday.

LOGGIEVILLE

Loggieville, Aug. 12.—Tidings reached here last week of the death in action of Pte. Clarence Tait, son of Mr. and Mrs. William Tait of this town. Pte. Tait enlisted with the Kiltie Battalion, which went overseas in November. He had only been in the trenches a little over four months. The sad news of his death at the early age of twenty-four years has been a staggering blow to his friends here. He was a young man of sterling qualities, full of the joy and strength of life, and the sorrowing family, consisting of four sisters, and one brother, mother and father, have the heartfelt sympathy of the whole community in their bereavement.

BISHOP LOWNEY DEAD

Providence, R. I., Aug. 14.—Rev. Dennis St. Lowney, Roman Catholic auxiliary bishop of Providence, died last night at the Episcopal residence. Bishop Lowney was born in Ireland in 1863, was ordained priest in 1887, and consecrated bishop last year.

PAINTER INJURED

Special to The Standard.
Moncton, Aug. 14.—George Wetmore, a painter, while working at the C. G. R. offices, fell from the top of a pole to the ground, about thirty feet, and was badly injured. As he fell he came in contact with spikes in the pole which broke his fall, but inflicted painful bruises. He will recover.

U-BOATS LOSING

Paris, Aug. 14.—(Havas Agency)—The Allied and neutral shipping sunk by enemy submarines during July amounted to 376,000 tons, compared with 354,839 tons sunk in July 1917.

For Business and Travelling

We recommend Worsted and Tweed Suits in darker shades — grays, browns, greens and blues. We show these in a good range of styles for young men and men who stay young. They're good fitters.

\$18 to \$42.
Gilmour's, 68 King St.

Open Friday evenings: close Saturday afternoons—June, July and August.

MINIATURE ALMANAC

August—Phases of the Moon
New Moon, 6th 4h 30m p.m.
First quarter, 14th 7h 15m p.m.
Full Moon, 22nd 1h 2m a.m.
Last Quarter, 29th 3h 27m p.m.

THE WEATHER

Maritime—Moderate to fresh westerly winds, fine, not much change in temperature.

Toronto, Ont., Aug. 14.—Some showers have occurred today in the Maritime Provinces. Otherwise the weather has been fine throughout Canada, with a change to cooler conditions in Ontario.

	Min.	Max.
Dawson	40	68
Victoria	52	60
Vancouver	58	66
Kamloops	60	76
Calgary	44	76
Edmonton	42	74
Battleford	42	74
Prince Albert	46	82
Moos Jaw	44	61
Winnipeg	40	78
Regina	40	78
Sault Ste Marie	48	78
Parry Sound	58	76
London	67	88
Quebec	60	82
Kingston	70	82
Ottawa	70	78
Montreal	74	82
Halifax	58	76
St. John	58	76
Halifax	62	72

DIED.

FLEWELLING—Suddenly at Toronto, Aug. 14, Walter J. Flewelling, formerly of Hampton, N. B., second son of late Hon. John Flewelling, of Hampton.

Burial at Toronto, Friday, 16th.
McLELLAN—At No. 1 Northern Hospital, Newcastle, Ontario, on Wednesday, July 10th, 1918, Jarvis Oldfield McLeellan, only child of Florence L. and J. Yerner McLeellan.

Burial at Centenary Church, Thursday afternoon, August 15th, service beginning at 2.30 o'clock.
JACK—At the Manse, North Sydney, N. S. W., on the 13th inst. Rev. T. Chamberlain, D. D.

CROWD DISAPPOINTED.

A large crowd of people assembled on Victoria Square last evening to hear a fine programme of music rendered by the Temple Band. The musicians had only finished their selections when all present were forced to run for shelter owing to the heavy downfall of rain which continued during the entire evening.

HILLSBORO

The guests were received on the lawn, after which they repaired to the house where a sumptuous repast was served. The bride's table was decorated with white sweet peas, white roses, and the bride's cake was trimmed with white roses. Those assisting in serving at the bride's table were Phyllis Steves, Eva Duffy and Alice Marven, others assisting were Kathleen Steves, Kathleen McEachy, Flora peck and Doris Brennan.

The groom's present to the bride was a diamond and platinum pendant, to the maid of honor, an onyx and pearl ring, to the organist a cameo brooch, to the flower girls, pearl pins, to the best man and usher, pearl stick pins.

The bride received many beautiful and costly gifts, among them a black walnut bedroom suite and fifty dollar cheque from the groom's father. The bride's travelling suit was of sand color and black velvet hat.

Mr. and Mrs. Taylor motored to Sussex, where they took the train for Grand Lake and Five Islands, after which they will reside in Halifax.

A fair in the Loggie rink. Extensive preparations are being made for it, and a jolly good time is being provided for those who will attend.

Washburn Beach, one of the popular summer resorts on the Miramichi, is this year, as formerly, the attraction for many pleasure seekers.

Johnson Marsh's many friends are glad to learn that he is recovering rapidly from the effects of an appendicitis operation performed at the Chatham hospital.

SPORTS

CHIEF HONOR AGAIN CAR BY DRIVER

Noted Horseman First and Money—Finished in Free Philadelphia, Penn., my Murphy's horse, the chief honors at the tag of the Grand Circuit Belmont track today, and two second money. A novelty was furnished in which 200 was sub-divided to of \$400 each and awarded according to the program. Miss Harris in straight heats and portion of the purse of second and third money summary and in the way. Summary:
Two Year Olds Trot, Purse \$2.
Bristoloff, (Gears),
Norman Dillon, (Mary)
Princess Etawgh, (B.)
Electron Dillon, (Serr)
King Stout, (Stout),
Time—2:14, 2:10 1/2.
2:06 Trot, 3 Heats.
Ima Jay, (H. Ernest),
Royal Mack, (Murphy)
Bussy's Lassie, (Cox),
Bertha Magree, (Ack)
Brencia, (Rodney),
Esperanza, Ross B.,
Mack also started.
Time—2:06 1/2, 2:05 1/2.
Free-for-All Pace, 3
\$1,200.
Miss Harris M., (Murphy)
Ben Earl, (Coakley),
Roan Hal, (McGrath),
Time—2:06 1/2, 2:03 1/2.
2:12 Pace, Three Heats.
Budlight, (Murphy),
Baron Wood, (Valenti)
Minor Hal, (Felix),
Cassaway Boy, (G.)
Jap Patch, (Mauger),
Nitt Bedworth and started.
Time—2:06 1/2, 2:03 1/2.

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One reserved for New
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