

# Matches World

Cheapest

V'S

500'S" they are im- a chemical renders the immediately the ash. These there are matches to the in any other et. and your will urge none but ESS.

COMPANY LIMITED CANADA

CEMENTS

ure events, not money, 2c per if held to raise Patriotic Church pose 4c per word, held to raise word, minimum

T of Samaritan Club the press, to thank ary Hall Association 1900, being proceeds party held at Ben- ty-seventh. This at shown by Rosary the work of Samari- ally appreciated.

ring the past four created the furore " did this season, popularity that Mr prevailed upon to a more week, com- evening, July 29.

at Band. at Hanlan's Point, will present Amer- a musical organiza- d, which has been engagement at this the concerts will be this afternoon and evening. Sunday con- both afternoon and same organization. mark the closing ast opportunity local music will have of us hand until after y, July 29, the first baseball game over to, will be between Pittsburg. Perry egg- by few minutes from reet.

ST. CATHARINES.

Catharines to face a t. Bernard Blundell arrested in Toronto ictive Nurse on in- the authorities of St. ill be held pending the er.

R COLOR FADES

or a woman—And when her cheeks pale, and she gets easily and her heart slight exertion, or excitement, it means ring from anaemia—pod. Headache and only accompany this nervousness is often for this condition is blood, and for this is no medicine ear- ans' Pink Pills. They new the blood, bring e eyes, color to the general feeling of re- and energy. The only needed is plenty of ie exercise and good, girl or woman who ment a fair trial will if enjoying perfect

Dr. Williams' Pink Dealer in medicine, or id at 50 cents a box \$2.50 from The Dr- ine Co., Brockville

terrett

OUT THE RLINGS AG!

## GERMANS MAY HIKE FROM CHAMPAGNE

Success of Allies Changes Entire Situation on Battlefront.

### RAILWAYS CAPTURED

Enemy Offensive May Turn Into Defeat—Already Repulsed.

London, July 19.—The success of the Franco-American counter-offensive has altered the entire situation in the Champagne front. The whole German line from Chateau Thierry to Rheims, the despatches from the battlefront point out, is dependent on the railways which the French now dominate. Supplies for the German forces around Chateau Thierry must now be carried 20 to 30 miles by road. It will be a very serious business for the Germans to remain in this salient, according to all accounts. They will not only have to discontinue all their plans for the offensive here, but probably will be forced to fall back a considerable distance to a new line, where the problem of supplies can be handled easier.

The German offensive thus has been turned into a repulse, the advice from the front say, and may now be turned definitely into a German defeat.

The initiative is now in the hands of the French. The tables have been completely turned by Gen. Foch's brilliant stroke, and the whole German situation between Soissons and Rheims is endangered.

The Germans, it is contended, will have to fight hard to save off a route and to extricate themselves. This means that the entire salient definitely have settled with the crown prince and have completely neutralized his group of armies. It is stated that he will have all he can do to extricate himself from his present position.

Good Features of Work. In the past week the Germans have used more than thirty divisions, of which number 23 were from the general reserve. The using up of these 23 general reserve divisions is one of the most satisfactory features of the week's work, for they have been used up in a wholly abortive enterprise and have lost very heavily.

Crown Prince Rupprecht's group of armies in the north, on the front from Montdidier to the English channel, however, despatches from the front state, remains almost intact. Only a

few of them have been used in the offensive of the past week and the most likely strategic effort by the Germans at the present time is to speed up a big offensive by these troops against the British front. The Bavarian crown prince, Rupprecht, will presumably lend only enough troops to the German crown prince to avert disaster in the south, reserving his own fresh forces mainly for a big counter-stroke elsewhere. This is not only sound strategy, but is sound common sense. The Germans never intended to stake everything on the Rheims blow, but expected, military officers say, after shattering the French there, then, follow it up with an immediate offensive against the British in the north. The effect of the Rheims failure, then, will probably be to accelerate a blow somewhere on the front between Montdidier and the sea. Altho the allied line has many vulnerable points on this long front, and restricted room for manoeuvring, it is always a danger; yet it remains a fact that the allies now have used up half the fresh divisions in the German reserve, and the blow to come must be proportionately less severe.

### BETTER REGULATION FOR WEARING CHEVRONS

London, July 19.—It is understood that an effort will be made while Gen. Mewburn is here to enlist his co-operation with Sir Edward Kemp in attempting to secure from the war office a better regulation regarding the wearing of chevrons. Briefly, the present regulation is that members of any branch of the forces, imperial or dominion, are entitled to chevrons for service overseas. In the Dominion troops a special provision was made that service overseas should count from the date of their leaving their own country. This means that Canadians who have only done service in England are entitled to the same mark of distinction as those who spent whole winters in the trenches.

### LUEDENDORF MAY HAVE FATALLY BLUNDERED

Paris, July 19.—Military commentators are unanimous in calling Thursday's advance a fine success for the allies, but deprecate jumping to conclusions, as the battle is still going on. Henri Bidou says the fact that the German reserves intended to support the offensive of July 15 have rushed to the rescue of Gen. von Boehm makes the continuation of the enemy drive toward Epernay difficult. Col. de Thomassin writes that common prudence dictated that Gen. Ludendorff should keep forces in reserve to parry a thrust on the right flank. By the resistance which the French meet, he adds, it will be known if this elementary precaution was taken. It may be asked, he concludes, if the intuition which seized Ludendorff after a long series of successes has not led him to make fatal blunders.

## A SINN FEINER AT NIAGARA CAMP

Says He Will Go to Prison for Life Rather Than Fight for the Empire.

### ROUTE MARCH OFF

Canceled Owing to the Departure of Troops From the Camp.

Niagara Camp, July 19.—A Sinn Feiner has been uncovered in camp in the person of J. Torrish, 1st Battalion, 2nd C.O.R., who is now awaiting court-martial on a charge of refusing to put on the uniform when ordered to do so.

Torrish says he will go to prison for life rather than fight for the British Empire. Two brothers of his are fighting with the British in France and one of them has won his commission at the front.

The accused says two more relatives of his were killed by the British during the Sinn Fein rebellion in Dublin at Easter, 1916, and this is why he will not fight for Great Britain. He is a native of County Tyrone. He finished his first year in medicine at Dublin University before coming to Canada. He was picked up as a defaulter a few days ago and brought to Niagara Camp. Col. H. C. Bickford, Major G. G. Mitchell and Captain Christie Clark of headquarters, Toronto, were entertained at dinner this evening in the officers' compound here by Col. McLaren, camp commandant and staff. Col. Bickford arrived here after a tour of inspection at Hamilton and Niagara Falls.

Route March Canceled. The weekly route march was canceled today, for the same reason, as the cancellation last Friday—the departure of troops from camp. The next route march will probably be held in a week or so, as the camp strength is being gradually added to from day to day by new men reporting for duty. In the case of the cancellation of the route march and tactical scheme planned for last Friday by the camp commandant there was a hurry-up call from Ottawa for a draft to leave here, so the local arrangements for the day's outing all went by the board. The camp sports also are being affected by the large numbers of men being sent away, and those in charge of this department of camp life are finding it somewhat difficult to

## ASQUITH PRAISES SOUTH AFRICANS

Dominion Railway Minister Says Nationalist Movement Was a Mistake.

London, July 19.—The Hon. H. Burton, K. C., minister of railways in South Africa, who is attending the imperial war cabinet meetings, was the guest of honor at a luncheon given by the Empire Parliamentary Association at the house of commons yesterday. Rt. Hon. H. H. Asquith, who presided at the distinguished gathering, said that without exaggeration, Botha was one of the pillars of the empire. (Cheers.) He paid a hearty tribute to South Africa's contributions to the war, and particularly to the brilliant services of the German East Africa contingents. South Africa had sent 40,000 men overseas.

### GERMAN RESERVES THROWN INTO BATTLE

Paris, July 19.—The Germans were without doubt taken by surprise on Thursday, writes the military commentator of The Temps, by the attack of the soldiers of General Mangin and De Goutte and the American troops, who realized in their first blow an important advance and captured more than 10,000 prisoners and much material. The Germans, however, have disposed in the quadrilateral of Soissons, Chateau Thierry, Dormans and Reims reserves estimated at two divisions, and it has been possible for them to bring rapid support to their first line troops, which are beating a retreat.

### Must Be Divergent Practice In Treating Enemies' Property

London, July 19.—(Via Reuter's Ottawa Agency).—Replying to a question by Captain R. F. Peel, member for Woodbridge, Mr. Bonar Law, chancellor of the exchequer, in the house of commons yesterday said he feared some divergence in practice between different parts of the empire in the treatment of enemies and enemy property was inevitable, owing to the fact that circumstances in different parts of the empire were varied. Uniformity would be desirable if it could be arranged.

## ASQUITH PRAISES SOUTH AFRICANS

Dominion Railway Minister Says Nationalist Movement Was a Mistake.

London, July 19.—The Hon. H. Burton, K. C., minister of railways in South Africa, who is attending the imperial war cabinet meetings, was the guest of honor at a luncheon given by the Empire Parliamentary Association at the house of commons yesterday. Rt. Hon. H. H. Asquith, who presided at the distinguished gathering, said that without exaggeration, Botha was one of the pillars of the empire. (Cheers.) He paid a hearty tribute to South Africa's contributions to the war, and particularly to the brilliant services of the German East Africa contingents. South Africa had sent 40,000 men overseas.

Hon. Mr. Burton said that the nationalist movement was practically a racial unmaking of substantial progress. It was a mistaken cause and was bound to fail. The nationalist motto was "South Africa first, last, all the time and alone." The majority of South Africans, including the government, were unable to accept that view. South Africa accepted "South Africa first" as a good motto, but realized that it's interests were bound up with the empire. Continuing, Mr. Burton said that what struck the Dutch-speaking South Africans the most about the empire, was the fact that it was the least imperially governed of all empires, and that they enjoyed the priceless privilege of constitutional liberty. Referring to the republican propaganda in South Africa, he did not think that there was any substantial danger of a rebellion. The movement was largely political and vote-catching. It more particularly appealed to youths and irresponsibles, but the great bulk of the Dutch-speaking population of Natal, were keenly appreciative of the British system.

### Not to Naturalize Germans Till Five Years After War

London, July 19.—In the house of commons today the British Nationality and Status of Aliens Bill was amended by adding a provision that no certificate of nationality shall be granted for a period of five years after the war to any German subject or any subject of any country at war with Great Britain unless he has served in the British or allied forces, is a member of a race or community known to be opposed to enemy governments or was a British subject at birth.

## CANADIAN PACIFIC Improved Day Train Service

Between Toronto, London, Detroit

No. 630 Re-established Daily Except Sunday. Lv. Toronto ..... 7.45 a.m. Ar. London ..... 11.55 a.m. Making intermediate stops.	No. 633 Re-established Daily Except Sunday. Lv. London ..... 8.05 p.m. Ar. Toronto ..... 9.00 p.m. Making intermediate stops.
No. 21, Daily. Lv. Toronto ..... 8.40 a.m. Ar. London ..... 12.05 p.m. Lv. London ..... 12.10 p.m. Ar. Windsor M.C.R. 3.05 p.m. Ar. Detroit " 8.30 p.m.	No. 22, Daily Lv. Detroit M.C.R. 2.45 p.m. Ar. Windsor " 3.05 p.m. Lv. London ..... 6.05 p.m. Ar. London ..... 6.15 p.m. Ar. Toronto ..... 9.35 p.m.

For full particulars and additional service see current timetable. W. B. HOWARD, District Passenger Agent, Toronto.

## GRAND TRUNK RAILWAY SYSTEM



**ALGONQUIN PARK**  
2000 ft. above Sea Level  
Wild and  
Delightful Scenery  
160 Miles West  
from Ottawa  
208 Miles North  
from Toronto  
Excellent Fishing  
Splendid Canoe Trips  
A Paradise for Campers  
Full information, rates and illustrated literature on application to—  
Any Grand Trunk Ticket Agent, or W. J. Moffatt, City Passenger Agent, Northwest corner King and Yonge Sts. Phone Main 4209, or Union Station Ticket Office, Phone Main 4871.

### NEGOTIATIONS WITH JAPS.

Washington, July 19.—Negotiations between the United States, Great Britain, France and Japan as to character of military aid for Russia are continuing, it was stated today, and no final agreement has been reached.

### STEAMSHIP TICKETS

ST. JOHN—LIVERPOOL  
NEW YORK—LIVERPOOL  
Principal Lines.  
Drafts, Money Orders and Travelers' Cheques.  
A. F. WEBSTER & SON, 53 Yonge Street

# See the Briscoe Car In Its New Toronto Home

Owners and prospective owners of Briscoe Cars are invited to the new Briscoe Headquarters for Toronto. We announce the appointment of our Toronto Distributors—

## THE BAILEY & PEER MOTOR COMPANY 497-499 YONGE STREET

to whom has been entrusted the two-fold responsibility of increasing the number of Briscoe owners in Toronto, and of rendering to all present Briscoe owners that service which is so important a factor in Motoring satisfaction.

### Equipped to Give Service.

In this new home of the Briscoe will be found every facility for prompt attention to the most exacting demands of those who are fortunate enough to be numbered in the ranks of Briscoe owners. A modern showroom—a perfectly equipped Garage—a staff of skilled mechanics. These features will appeal to all who appreciate the importance of true service.

But more important even than these is the personnel of the Company newly-organized to represent the Briscoe in Toronto.

Mr. Chas. E. Bailey and Mr. R. H. Peer are well known as practical men of long experience and high standing in the Canadian Motor Car Industry. In their capable hands the "Service back of the Car" will unfailingly leave nothing to be desired.

### Briscoe Economy Plus Briscoe Service.

form a combination of compelling strength. Here is a car at a most attractive price which travels fast, climbs hills and covers lots of ground—all without undue upkeep expense. Look over the Briscoe thoroughly and challenge its performance before deciding what car you should buy. Observe Briscoe roominess, comfort qualities, fine finish, and smart appearance. Above all, note the famous more-miles-to-the-gallon motor—an exclusive Briscoe feature assuring 25 to 30 miles per gallon. Quick, silent, responsive, the Briscoe engine turns a small quantity of Gasoline into a tremendous lot of power.

### Power and Speed With True Economy.

The Briscoe gives you power, speed and service—with true economy. Its beauty of line and fine finish set it quite apart from all other cars in the light-car class. Its price, \$1,505, f.o.b. Brockville (including War Tax), is less than that of any other car of equal sturdiness and good looks. Investigate the Briscoe. A Low Price Car with high-price features—now represented in Toronto by a house that has the equipment and the experience which ensures Service of the Highest Order to Briscoe Owners.

### The Canadian Briscoe Motor Company, Limited, Toronto

Factory—Brockville. The Bailey & Peer Motor Company, 497 Yonge Street, Toronto Distributors.

