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ALLIES FORCE BACK GERMANS

Reports Indicate That the Resistance of the Enemy is Weakening After a Long Fight

SOON BE DRIVEN OUT OF FRANCE

But the Battle Will Likely Last Three or Four Days Longer and Take Many Victims

Paris, Sept. 23.—The battle between the Oise and the Meuse will probably last three or four days longer says The Temps in a military review today, but reports indicate that the resistance of the enemy is weakening.

Another effort and French territory will be free of them. It will be hard work, however, and we shall have many victims.

Our advance between Rheims and Argonne seems to show that the greater part of the German army is in retreat by way of Belgium. West of the Meuse they are already making extensive defensive works on the Sambre.

GERMAN LINE FAILING.

London, Sept. 22.—The German lines are staggering under the continued hammering of the Allies and they are slowly crumbling at important points, is the consensus of opinion of British military experts, who are familiar with the situation at the front.

Given No Respite.

London, Sept. 22.—At the battle front not a moment's respite was given last night to the German forces entrenched along the River Aisne and extending to the Woivre District.

The batteries of the allied forces never entirely stopped firing all night, although activity diminished somewhat after sundown. The Germans occupying the trenches were kept constantly on the alert, but until two o'clock this morning no aggressive move was started from the allies' line facing them. Then all the allied batteries seemed to open fire together and every part along the front became active

This Is a War of Gasoline; Famine Dismays Germans

Machines on Which Invaders of France Depended Fall Into Enemy's Hands When Supply Suddenly Gives Out—Powerful Armored Cars Lost

THE world has learned that this great war is to a remarkable extent a war of gasoline. Tho' the aircraft are the most picturesque feature, the motor equipment of all the armies is playing the most important part. It is the irony of fate that Germany, which has especially depended upon motors in moving its mighty war machine, should be the first to suffer from a contingency that apparently was entirely unexpected—a gasoline famine.

Germany has relied upon a carefully built automobile system for the transporting of guns as well as ammunition and supplies of all sorts. Armored cars carrying powerful rifles were given first consideration in all military plans. In manoeuvres, and in fact in the first stages of the war, these cars and the many others for the rapid transportation of troops, the sending of ammunition and food for the men and hay for the cavalry horses from the base of supplies, proved highly efficient. In the attacks on Belgian towns it was found that guns on armoured automobiles did work that could not have been accomplished quickly by other means and in general the automobiles proved a great aid to the advance. The extraordinary rapidity of some of the German movements was due entirely to the co-operation of the armoured cars with the cavalry.

All went well until the Kaiser's forces had advanced far into France with their vanguard nearing Paris. With attention given to the most minor details of modern war methods, the invaders had seemingly never thought of the danger of the situation that suddenly developed—the exhaustion of the gasoline supply, when gasoline was more important than anything else. Armored cars carrying guns, on which so much dependence had been placed, fell into the enemy's hands, their crews being able to put up only a feeble resistance when the machines were stalled. Trains of armed trucks carrying ammunition were captured when the Germans force close to Paris was nearing its last cartridges. British and French war automobiles rushed along the roads and towed their prizes in.

The German military chiefs, calling for relief, have been informed that Germany's stock of gasoline is rapidly becoming exhausted and there is no way of getting more of the precious fluid. The Germans cannot make it, nor is it possible now for them to import large quantities.

5 GERMAN SUBMARINES TORPEDO THREE OF THE BRITISH CRUISERS; 2 OF THE GERMAN SHIPS ARE SUNK

London, Sept. 22.—The British warships Aboukir, Hogue and Cressy, have been sunk in the North Sea by submarines, according to an announcement given out by the Official Bureau this afternoon.

A considerable number of the crews were saved by H.M.S. Lowestoft and by a division of torpedo boat destroyers, trawlers, and their boats, which also aided in the work of rescue.

The Aboukir was torpedoed first. The Hogue and Cressy drew in close to her and were standing by to save her crew, when they also were torpedoed.

The Aboukir was a twin-screw armored cruiser of 12,000 tons, was built in 1902 with horse power of 21,000, and speed of 22 knots. She carried two 9.2 guns, twelve six inch guns and smaller armament.

The Cressy was completed in 1901 and was of the same class as the Aboukir. The Hogue was also of the same class, each ship having a complement of 755 men, including officers and crew. The Aboukir had been stationed in the Mediterranean as part of a six-cruiser squadron, previous to the war.

Landed Some Survivors

London, Sept. 22.—Despatches received here from the Hook of Holland state that a Dutch

British Warships "Aboukir," "Hogue" and "Cressy" Sent to the Bottom by the Enemy—Were All Old Ships of About 12,000 Tons Each—No Details Given as to the Loss of Life Involved—Two of the German Submarines Were Sunk by British Fire

steamer has arrived there bringing 20 British wounded and some dead picked up in the North Sea after the sinking of the British cruiser Aboukir, Hogue and Cressy.

Sank Two Submarines

Amsterdam (via London), Sept. 23.—Two of the five German submarine boats which attacked and sank the British cruisers, were sent to bottom by British ships, according to survivors of cruisers who arrived here last evening.

Almost Three Hundred Survivors

Amsterdam, Sept. 23.—The steamer Feres arrived at IJmuiden last night with 287 survivors from the British cruisers sunk by the German submarines. One dead and a few wounded were also aboard.

Claims All Britain's Attention

London, Sept. 23.—The daring raid of the German submarines on the cordon in the North

Sea, which resulted yesterday morning, in sinking three British cruisers—Aboukir, Hogue and Cressy—has momentarily diverted attention from the battlefield of the Continent.

This was one of the things which the British Navy has been led to expect, for the Germans have quite frankly avowed that their plan was to reduce the British naval superiority by submarine raids and the sowing of mines, and they have been training their young officers for sallies of this kind. Nevertheless, it came as a shock to Englishmen that big ships such as those sunk could so easily be attacked and destroyed, while the German fleet has been able to remain in safety in its mined and fortress-protected harbor.

Such Risks Unavoidable

However, the British ships must keep the seas to insure Britain's food supply, and in doing so must run great risks. The ships that have been sunk were, while obsolete, very useful vessels.

It is a satisfaction to England to know that her cruiser fleet is double in number to that of Germany's, and, as Winston Churchill, First Lord of the Admiralty, has said, she will be able to build during the war three ships to Germany's one.

FRENCH PRAISES TROOPS

Field Marshal French Expresses His Deep Appreciation of the Splendid Behavior of British

SELF-SACRIFICE AND DEVOTION

Which, He Says, Will Soon Have the Enemy in Full Flight Once More—Performed Heroic Deeds

London, Sept. 23.—The following special order was issued today to the troops.

"Special order of day by Field Marshal French in the field 17th Sept. Once more I have to express my deep appreciation of the splendid behaviour of the officers, non commissioned officers and men of the army under my command through the great battle of the Aisne, which has been in progress since the evening of the 12th inst., and the battle of the Marne which lasted from the sixth to the evening of the tenth and finally ended in the precipitous flight of the enemy which we were brought face to face with.

Gallantly Attacked. The position of extraordinary strength carefully entrenched and (Continued on page 6)

On the western end of the line the allied infantry gathered in the trenches simultaneously at various points, crept out and advanced cautiously in wide open lines toward the German position.

The French and British on several occasions succeeded in surprising the back occupants of the German trenches, only after the most stubborn fighting and after heavy losses, both to the attacking and defending forces.

In every instance the allied troops retained the ground captured, and immediately dug themselves in.

Repulsed With Bayonet

Further east the Germans developed strength in attack, but were driven back with the bayonet, only to return again and again.

Gen. Botha Will Take Supreme Command

London, Sept. 23.—Genl. Botha, Premier of the Union of South Africa, will take supreme command of the British operations against German Southwest Africa.

to be finally driven off their original positions.

The allied commanders were able to give the troops, who have been occupying the advanced line, a welcome rest, pushing to the front fresh brigades of batteries, hitherto held in reserve, and which were only too anxious to come into actual contact with the enemy.

Military experts estimate that nearly 2,000,000 men, if not more, are now in the zone where the battle has been in progress for ten days or more.

BERWICK MAKES CAPTURE AT SEA

Prize Had Coal and Provisions For German Warships Operating in the Atlantic

London, Sept. 23.—The Hamburg-American line steamer Spreewald, has been captured by the British cruiser Berwick in the North Atlantic ocean according to an announcement by the Admiralty. It was stated also that colliers had been captured.

The Spreewald was fitted out as an armed cruiser. The collier carried 2,600 tons coal and 180 tons of provisions for the German cruisers in Atlantic waters.

The total number of German vessels which according to latest reports have been captured by British vessels at sea or by British port authorities is ninety-two.

Ninety-five German ships were detained in British ports at the outbreak of the war.

Clever Strategy Of French Gunner

London, Sept. 23.—The Hull's war correspondent states that two trains with badly needed German reinforcements were blown up between Peronne and St. Quentin, through the feat of a French gunner.

He managed to tap the telephone wire connecting the two German stations and by this means gained information that the trains were coming. He was able to place guns to command the line and by a quick attack, he was able to ambush the trains.

The Mail's correspondent also says that the entire General staff of one German division were brought as prisoners to Amiens.

Death Harvest Grows; Germans In Last Stand

Terrible Slaughter in Decisive Struggle Now Under Way In France—Piles of Bodies Mark Line of the Retreat of Kaiser's Forces

Table with 2 columns: Category and Count. Includes 'LOSSES IN WAR UP TO SEPTEMBER 15' for Germans and Austrians, French, British, Belgians, Russians, Servians, Montenegrins, and Total dead, wounded, lost up to Sept. 15.

Paris, France, Sept. 17.—The great struggle in the western war zone, which has already made an appalling record of slaughter, is near its climax.

The Germans, after the long and bloody retreat before the French and British which began with the battle of the Ouroq, are making a last desperate stand, having collected a large part of their straggling forces in positions from which a little more than a week ago they drove the allied armies. Their lines are ranged in a long semi-circle, extending from east of Amiens to a point a short distance northwest of Verdun.

If they can get the lines to hold they will be able to re-form their almost shattered columns and make another attempt to assume the offensive. The Kaiser's generals still hope that success at Verdun may turn the tide again. The allies believe that the strength of the German resistance has been broken and that the invaders will soon be flying across the border. Part of the German army has already crossed the frontier. It is realized, however, that the crucial struggle is not yet over. This week should tell the story.

Corpses Packed on Roadside. Piles of bodies mark the line of the long German retreat—men shot so close to one another that their corpses are packed on the road-sides and the ground is littered with guns, knapsacks, cartridge belts and heavy cannon. There are miles of roads like this. The sights on the battle grounds are horrible beyond words. Carrion birds are gathered over the fields from which there has not yet been opportunity to remove the dead.

Trainload after trainload of wounded have been sent into Paris. The rear guard of the Germans, protected largely by artillery, did great damage in the French and British ranks. No full casualty lists for the French forces have been published this week, but all accounts agree that the losses are heavy, out of all proportion to those suffered by the British and only inferior to those of the Germans.

Thousands of square miles of French territory have been devastated and desolated by battle and troop passages through the valleys of the Marne, Oise, Ourcq, Grand Morin, Petit Morin and Aisne Rivers. Every day sees an increase in the vast spoils of war that have fallen into the hands of the allies. During the past week the French and British have taken enough guns, ammunition, rifles, bayonets and other war supplies to equip a large army. Many automobiles have been captured, including highly prized armored cars and big trucks for the moving of guns and supplies.

CANADIANS READY TO SAIL

Thirty Ships Will be Needed to Transport Their Troops Across the Ocean—Warships as Convoy

Valcartier Camp, Sept. 23.—It is stated that between 25 and 30 liners will be used to transport the first contingent of Canada's Expeditionary Force to England.

These steamers will not leave Quebec until it is absolutely certain that there will be a fleet of British cruisers ready to convoy them across the Atlantic. Every precaution will be taken to ensure a safe voyage for the Canadian troops.

WEATHER REPORT

Toronto (noon)—Moderate to fresh west to south winds; fine and warm. Thursday fine and warm at first; then some showers.

FALSE REPORTS ARF CIRCULATED

Regarding Speeches Attributed to British Statesmen and They Are Officially Denied

Washington, Sept. 23.—The British Embassy issued this statement: "Certain persons have been circulating in the press reports of speeches supposed to have been delivered by British statesmen, such, for instance, as that attributed to Mr. Burns, which is a pure fabrication."

"Recently a statement has been made as to a speech of Sir Edward Grey, in which he is quoted as saying that there shall be no peace until Germany is humbled to the earth, her territory divided between Russia and France and her commerce definitely delivered to England."

"Sir Edward Grey never delivered such a speech and the statement is obviously circulated with a view to mislead public opinion."

LARGE STEAMER STRIKES A MINE

London, Sept. 22.—A message just received here says a 12,000 ton ship, whose identity has not been learned, has struck a mine in the North Sea. Another large vessel is standing by.

RUSSIANS TAKE IMPORTANT TOWN

Capture Fortified Position of Jaroslau Which Commands the Railroad Line to Cracow

Petrograd, Sept. 23.—The Russian troops have occupied the fortified Austrian position of Jaroslau. According to an official announcement made here today, the Russian flag is now flying over the town.

Jaroslau is an important railroad centre. A bridge near the town crosses the San River and commands the passage of that River. The town is located 17 miles N.W. of Przemysl and is on the railroad line between Lemberg and Cracow.

BRESLAU CUT OFF BY RUSSIANS

Berlin, Sept. 22.—Telegraphic and telephonic communication with Breslau suddenly ceased today. It is feared the Russian centre may have pushed forward and are attacking the city.

Schr. Gay Gordon is loading fish at Belleoram for Harvey & Co.

For Details of the Sinking of the three British Cruisers, see page 6.