

OUR OPENING SHOW

— OF —
**Ladies' Fall and Winter
HATS
AND MILLINERY**
— IS —

**TUESDAY,
SEPTEMBER 7th.**

HENRY BLAIR

399th Day of the War TO-DAY'S Messages.

10.30 A.M.

KNOWS OF NO GUN ON HESPERIAN.

MONTREAL, To-day. "I cannot state positively that there was no gun mounted on the Hesperian, but I am practically certain she carried no gun." This was the reply of A. H. Allan, of the Allan Line tonight, when asked if he could make a definite statement on the question. "We have no guns mounted on any of our ships, unless the ships have been taken over by the British Government for use as transports," said Allan, "then they can arm them as they like, for they are then classed as auxiliary warships. Our passenger liners are not armed anyway. When the Hesperian sailed from Montreal she certainly carried no gun. She was in port in England for a week, and we have no information whatever that during that time anything was done her in the way of putting on guns."

500,000 ROMANIANS READY.

NEW YORK, To-day. Colonel A. Miclesco, of the artillery branch of the Roumanian Army arrived here to-day from Bordeaux with a commission to purchase in the United States supplies for the Roumanian Army, part of which purchase will be boots and shoes. Colonel Miclesco declined to comment on the possibility of Roumania entering the war, but he said about 500,000 troops were mobilized and fully equipped for the call.

RIGA THREATENED.

LONDON, To-day. The menace to Riga, an important Russian seaport in the Baltic, is be-

coming more serious. The Germans still hold the bridgehead of Friedrichstadt, the occupation of which effectively cuts off Riga's railway communications with the south, while German aircraft are active in the Gulf, perhaps presaging another naval clash as part of a concerted German move from land and sea for the complete isolation of the city and to force its abandonment by the Russians. According to unofficial Berlin despatches received by way of Copenhagen, the Germans claim the possession of the Gulf, the Russians having abandoned Dago, the northernmost of the three islands, just outside the Gulf. To-day's Berlin official communication lays claim to further progress by Field Marshal Von Hindenburg from the Baltic to Grodno, but thence southward the armies of Prince Leopold and Field Marshal Von Mackensen are said to be moving forward, while the Austrian official statement, covering the battle line farther southeast, records nothing but Teutonic gains. Great artillery duels in the west are unabated with the French and presumably the British as aggressors. The fact is it has continued for a fortnight unabated and leads to the belief in some quarters that it may mean preparation for an Allied offensive before the approach of cold weather. The lavish use of shells by the French would seem to indicate some great undertaking, but the plan is not yet apparent to the general public.

NOON.

FIGHTING IN GALLIPOOLI.

CONSTANTINOPLE, To-day. The following official statement has been issued: The enemy unsuccessfully bombarded with land and ship batteries our positions at Anafarta and Seddul Bahr. Our artillery caused great loss in the enemy trenches and artillery positions at Anafarta.

AUSTRIAN AMBASSADOR WANTS TO EXPLAIN.

WASHINGTON, To-day. Secretary Lansing has granted an interview to-day to Doctor Dumba, the Austrian-Hungarian Ambassador, who desires to discuss the published reports that he has taken part in a movement to interfere with the pro-

duction of war materials in United States. It is understood he wishes to make an explanation, regarding despatches sent by him to the Foreign office at Vienna, seized by British authorities from James Archibald, the American war correspondent, who was acting as messenger.

CHOLERA AND TYPHUS RAGING.

ROME To-day. An official announcement made here that cholera and typhus fever is increasingly prevalent in Austria and Germany.

NOT SEEKING PEACE.

LONDON, To-day. A despatch from Amsterdam says: A semi-official Berlin despatch received here describes as an invention the reports abroad that Germany at Emperor William's request is seeking mediation for peace.

INJURED BY EXPLOSION.

LONDON, To-day. Major General Sir Desmond O'Callahan, former President of the Ordnance Board and Capt. E. C. Baker, were injured this evening when a German shell which had failed to explode when fired from a German gun went off at the headquarters of the Parcel Post in London. The shell was in one of several packages which had been sent to London from one of the battle fronts and the officers were examining the contents of the package when the explosion occurred.

1.20 P.M.

\$160,000 FOR AEROPLANES.

SIMLA, India, To-day. The Gaekwar of Baroda has contributed \$160,000 to provide aeroplanes for use on the British front. Last December he purchased the steamer Empress of India which was converted into a hospital ship for the Indian troops. Soon after the war began, he offered all his troops and recruits to the British Government.

CHARGED WITH TRAFFICKING IN MESSAGES.

ATHENS, To-day. The arrest of two men and a woman, charged with trafficking in messages addressed to King Constantine and the General Staff of the Greek army by representatives of belligerents on both sides in the war, has caused a sensation. The censor will not permit full details to become known; but it has been established that German and Austrian messages were sent to Russia, although many despatches from the British Admiralty are said to be missing. Persons arrested are charged with plying a regular trade selling information impartially to either side.

HEAVY TURKISH LOSSES.

PARIS, To-day. A Despatch from Deedsagatch says a Turkish Colonel gives the strength of the Ottoman army now as 850,000 men. Turkey mobilized 1,300,000 men and have lost nearly 500,000. There are 190,000 at the Dardanelles; 300,000 on the Caucasus front; 50,000 at Adrianople; 40,000 on the Helles front; and 200,000 in Syria and Aris Minor.

LONDON, To-day.

Princess Adalbert, wife of the third son of the German Emperor, gave birth to a daughter on Saturday; the child died soon after birth.

REDMOND ROBBED OF LOTS OF RIFLES BY MASKED MEN.

London, August 30.—The robbery of a portion of a consignment of rifles addressed to Mr. John Redmond as chairman of the Irish National Volunteers has taken place in Dublin. On Saturday a number of cases of rifles arrived at the North Wall and were put in a shed at the docks. In the early hours of Sunday morning eight men, two of whom were masked and all of whom were armed with revolvers, with which they frightened the watchman, entered the shed and removed four cases each containing twenty-five rifles.

It had been suggested that the rifles were taken by members of the Sinn Fein volunteers, and that it was the second occasion on which rifles consigned to the Nationalist Volunteers had been commandeered by the rival organization. Mr. Bulmer Hobson, secretary of the Irish Volunteers, Sinn Fein, said:

"We know absolutely nothing about it, except what we saw in the newspapers. I would like to say that we look with absolute disfavor on any act on the part of our volunteers that would make for bad feeling between ourselves and any other section of Irishmen. Our men had absolutely nothing to do with the theft so far as we have any information at headquarters."

THE UNIVERSITIES AFTER THE WAR.

"It would be a great pity if the average man came to look to the Universities in vain for the 'Young Idealist,' who is to have his say after the war is over."

"Wouldn't it?" This question is put in a very stimulating article in the Aberdeen University Review, entitled "Intelligentsia and the War." It is signed "A Master of Arts," and says some things which should make brains to think.

"To many thoughtful men the time is full of similar portents to 'Intelligentsia,' because they know full well that the British public is not the docile thing that the German people are and always have been. That public is really never taken in by the claims of 'Intelligentsia,' Tommy Atkins, for instance, goes to battle singing 'Tipperary' or 'Who's your lady friend' or something equally banal, and all attempts to make him sing 'Hearts of Oak' or 'Rule Britannia,' or any of the other declamations of academic patriotism, are ridiculous failures. Similarly, while 'Intelligentsia' has been swallowing—or rather trying to swallow—Wagner's 'Ring,' the great British public has clung to 'The Messiah' or 'The Bohemian Girl'—that is to say, it absolutely refuses to be lectured; and there are signs that it may get angry if it is deliberately thwarted for its good by 'Intelligentsia.'"

How Germany is Able to Defy the Blockade.

In spite of the blockade of German North Sea ports by Great Britain, there has been no shortage of provisions or war munitions in Germany so far because Germany has received big shipments through the Baltic and Scandinavian ports. By this means Germany has received several hundred horses that have been shipped from Newport News and other Atlantic ports to Sweden and Norway, shiploads of cotton from the Gulf ports, and war munitions.

The manner in which these cargoes have been shipped through into Germany is explained in the current issue of The World, of London, which says in part:

"There is a general misconception in this country as to the facilities which Germany enjoys in getting supplies from the Scandinavian countries. As a matter of fact apart from the actual Baltic ports which are open to Germany for shipping, namely, Kongsberg, Danzig, Stettin, Lubeck and Kiel, Germany is directly connected by rail with Scandinavia over three routes. Wagons can be loaded in any port in Norway, Denmark, and Sweden, and run through without unloading to any port in Germany, Austria, and the parts of Belgium and France in the hands of the enemy.

"As an instance, the cars which are loaded in the highest points of Norway and Sweden and travel down to Trelleborg (Sweden) are run on to a huge steam ferry which carries the actual railway cars to Sassnitz, on the Island of Rugen, in Germany. At this station the cars are 'backed' off the ferry and run through to any point of Germany.

"The word 'ferry' may create some misconception in the mind of the reader who has never seen these huge Baltic ferries in use. They are actual ocean going liners of a couple of thousand tons. On their main deck are two sets of metals divided by the funnels. These ferries are run right up to the end of the rail head on the main land, and when the train, say of twenty wagons, arrives at the rail head station it is divided—ten wagons being run on to the ferry on the port side of the vessel and the other ten on the starboard side. The time involved in carrying out this operation is but the work of a few minutes, and all the lengthy and irritating process of embarkation and disembarkation of passengers and luggage to which the ordinary cross-Channel passenger from England to the Continent is subjected is thus avoided.

"Besides the Trelleborg and Sassnitz route, there is one via Helsingborg in Sweden crossing the Baltic by ferry to Elsinore in Denmark, running through Denmark to Gedser, and thence by ferry to Warnemunde in Germany. An alternative route from Sweden is via Malmo by ferry to Copenhagen, and from thence through Denmark and rail to Germany.

"When once the car is in Denmark there are various routes direct to Germany. Taking Copenhagen, Denmark's Capital, as a radiating point, the routes to Germany by rail are: (1) Copenhagen to Korsor, ferry from Korsor to Nyborg crossing the Store Belt, and thence to Strib, from which point the ferry crosses the Little Belt to Fredericia on the main line in Jutland, where the train passes into Schleswig-Holstein, which is, of course, German territory; (2) the Copenhagen, Gedser, and Warnemunde route mentioned above. The distances are not very great. From the very furthest northern point, Lofoten near Narvik, the trains run through into Germany in under 72 hours.

"The whole system of ferries and lines throughout Scandinavia to Germany is possibly the most developed of its kind in the world. All the routes are double tracked throughout, even as far as the ferries are concerned. At each railroad station there is double accommodation for the ferries, one for the incoming and one for the outgoing, and the facilities are so arranged that the ferries are not inconvenienced or delayed in any way by the tides. The whole system is worked with such perfection that it is possible to enter the train at Stockholm and without change arrive in Berlin within twenty-four hours.

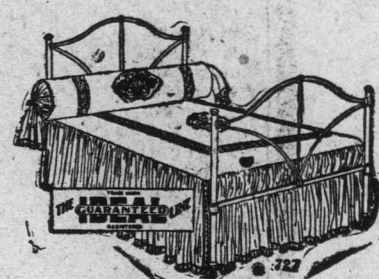
"It is difficult to say how many thousands of tons of goods it is possible to run into Germany by rail over these routes during twenty-four hours, as no published statistics have been published, but it is a fact that all the ferries have been running night and day without interruption of any kind ever since the outbreak of war. How great the traffic has been is perhaps judged from the fact that not only are the wagons of the German and Austrian State railways as well as the Scandinavian lines used, but also captured rolling stock from Belgium and the northern parts of France are to be seen working at the present moment over the Scandinavian lines with traffic to and from Germany."

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