TO-DAY'S Messages.

11.00 A.M.

FRENCH GAINS SOUTH OF SOMME.

PARIS, To-day.

Further French gains are reported in an official statement issued by the War Office last night, these being entirely south of the Somme, where the greater part of the village of Bery was captured, as well as the northern portion of Verman-Dovillers.

A SCHEME FOR REHABITATION.

LONDON, To-day.

Dr. Robertson, Ottawa, crossed France as Canadian delegate for the Agricultural Relief Allies' Fund; he will visit the ravaged areas. The Duke of Portland has a scheme for the whole Empire, making a joint effort to lend assistance for the rehabitation of these lands in Belgium, France and Serbia at the conclusion of hostilities, by the provision of seed, implements and money.

STRIKE ON THE INTERBOROUGH LINES.

NEW YORK, To-day.

A strike was declared at 9 o'clock last night by the unionized employees of the subway and elevated railway lines operated by the Interborough Rapid Transit Co., in this city. About 1,500 of the 11,700 car men in the company's pay voted at a mass meeting to quit work immediately. Officials of the union asserted that with the possible exception of the lines in Brooklyn, the New York electric transportation facilities would be completely paralyzed by the morning. Thomas F. Shonts, President of the Interborough Rapid Transit Co., devlared that with adequate police protection the company would be able to cope successfully with the situation and guarantee transportation to the public. He said that only a small number of the Co.'s employees had become unionized.

ON ALL FRONTS.

LONDON, To-day.

While their compatriots were busy on Wednesday north of the Somme mainly warding off German attacks or engaged in artillery duels, the French south of the river drove their men further into the German lines and made additional gains. In stubborn fighting over a front of four miles between Verman-Dovilliers, while the French occupied the outskirts of the railway junction town of Caulnes to and have thrown their forces along the railway running from Chaulnes to Roye between Chaulnes and Chilly. To the north the operations by the French, which have Barleux and ultimately Peronne as their objective, met with success. Southeast of Belloy-en-Santerre further German trenches were captured and the greater portion of the village of Berny-en-Santerre fell into the hands of the French during the day's fighting. According to Paris, the number of the prisoners taken was apparently large. Berlin admits the loss of the town of Clery which lies a short distance northwest of Peronne. In Galicia on the front of the Zlota-Lipa and Dneister Rivers the Russians have driven out the Teutonic Allies from fortified positions and taken 4,500 prisoners, among them about 2,000 Germans. Berlin concedes a victory for the Russians in this region. Violent fighting is still going on around Brzezany south of Lemberg, but Berlin says that the Russians suffered heavy losses and made no advance. Similarly Russian attacks near Zborow in Northern Galicia and Volhynia failed, according to Berlin. Fighting is still going on in the Carpathians where the Russians claim to have captured additional heights. In the Roumanian theatre German and Bulgarian troops are still engaged with Roumanians in the Dobrudja region. Berlin reports the capture of seven of the Tutrakan works together with their armoured batteries. The Roumanians on the other hand assert that they have retaken all the Dobrudja frontier east of the Danube between Bulgaria and Roumania. The Russians in Turkish Armenia continue to make progress against the Turks near Ognott, inflicting heavy casualties on them, according to Petrograd. On the Macedonian front only bombardments are in progress. In Albania the Italian advance has been stopped says Berlin, and the Teutonic Allies have recaptured all the positions taken from them recently east of Avlona.

12.30 P.M.

GALLANT EXPIATION.

LONDON, To-day.

An interesting story of a retrieval of lost character is contained in today's announcement of the reinstatement of Lt.-Col. Elkington to the command of the Warwickshires. This officer had a South African war record and was courtmartialled and cashiered in September, 1914. His offense was not stated. He then joined the ranks of the French Foreign Legion and now has been reinstated for gallant actions.

BRUSSILOFF'S CONFIDENCE.

LONDON, To-day.

Writing from a town in Southern Russia, George Mewes says in a despatch to the Daily Mirror: "In company with Stanley Washburn, I recently motored to the headquarters of General Brussiloff who received us; he talked to us for nearly an hour. The fighting at Verdun, he said, filled him with admiration for the soldiers of France; for his recent successes he gave all the credit to the Russian soldiers. Washburn asked the General if Warsaw would be retaken this year. He replied: 'Why not?' Brussiloff has implicit faith in the Russian soldiers. Last year he retreated owing to the lack of ammunition, and is as confident of the ultimate result as he is now of Warsaw being retaken this year."

UPHILL WORK OVER FOR BRITISH

With the British Army in France, Sept. 5.—The British feel that their uphill work in this latest offensive is over, with the exception of Ginchy. For over two months now their fight has been one to gain the high ground over the broad commanding front. Guillemont places them in possession of the last of the old second line trenches. And from the Somme to Thiepval the Germans have now been blasted out of their old positions.

THE NEW YORK STRIKE.

NEW YORK, To-day.

A million or more residents of New York left their homes this morning not knowing whether they would ride to work or walk. The first test of the strike declared last night by the union employees of the elevated and subway railways came with the morning rush hours on these main arteries of travel between the two ends of Manhattan Island. If the carmen can carry out their threats to halt the surface as well as the subway and elevated traffic, New York faces the biggest and most vital strike in its history.

RUSSIAN SUCCESS NEAR KOVEL.

PETROGRAD, To-day.

The recent attack at Svinjuchi, 20 miles southeast of Vladimir-Volynski, was heralded by a dramatic incident. During the artillery preparation in this part the Teutons were treated liberally to the new Russian gas shells. The Austrian fire was suddenly silenced. The Russians rushing forward found the trenches tenanted only by dead, grimly grotesque figures lying or leaning, evidently killed instantly by the fumes of gas. The number of Austrians who thus perished is several hundred. On Thursday morning there was a five hour artillery preparation; by two o'clock in the afternoon three lines of Teuton trenches had been captured along a front of 20 miles. Three thousand prisoners, many of them Germans, have arrived at Lutsk.

STRIKING GERMAN ADMISSIONS.

LONDON, To-day.

The Daily Express prints these extracts from the Berlin Socialist organ Vorwaerts: "If the central authorities still have any doubts as to the real sentiments of the people in regard to the continuance of this frightful struggle, they should personally attend some of the crowded meetings now being held in various parts of the Empire. At all of these gatherings the demand for speedy peace without any annexations is received with thunderous cheers. At one of these gatherings Deputy Kappler declared that the only real guarantees against the repetition of such a catastrophe lay in the disarmament of all States and the establishment of an international compulsory arbitration court. In the meantime, however, he added, a truce with Great Britain must be arranged even at the sacrifice of some of Germany's chief ambition." The Schwabische Tagwacht of Stuttgart is quoted as saying: "Even if the Russians, Italians and all of the continental Allies were beaten, England's naval supremacy would not be destroyed and we may go so far as to say that unless a miracle happens this object will never be realized, not even though the war lasts thirty years. A prolongation of the war can only plunge us into deeper misery and expose us to the gravest perils."

2.00 P.M.

WELL SAID, TRIBUNE!

NEW YORK, To-day.

Commenting editorially on the proposed measures of reprisal to be directed by this country against the Entente Powers, to-day's Tribune says: "We sincerely regret the course of Congress in adopting measures of reprisal directed at the Entente Powers. The Tribune resents the action because it believes that American interests, American principles and American ideals are being served by the Nations who are fighting Germany, and it believes that German defeat is as essential to the United States as to Europe; but having said this, the Tribune cannot express any surprise at the action in Washington. It has been inevitable from the start, unless the British and French statesmen are sufficiently wise to avoid an unnecessary dispute and forego unessential interests."

RUSSIA'S AIMS.

LONDON, To-day.

According to a News Agency despatch from London published here, Russia is to settle the eastern question by eliminating Turkey and Bulgaria entirely from the war, and obtaining for the use of Russian troops, the Bulgarian Black Sea port of Varnor, Constantinople itself, and using it as a base for cruising. A strong new Russian Army is taking the field with this special mission, says a correspondent of the Morning Post at Petrograd. When the army has gained one of these ports as a base of supply, Russia will be able to strike the Teutons with fifty per cent more power, he says.

TO-DAY'S EXPRESS — 400 baskets Preserving Plums at BEARNS', Haymarket & Rawlins' Cross. Phone 379.—sep7,1i

EARLY THIEVING.—One of the light fingered gentry visited the King's wharf at an early hour this morning (he must have been out all night) and 'lifted' a fine balk, which had been left there yesterday evening by two men, who found it drifting out the harbor when they took it in tow of their moto rboat and brought it to land.

We are now opening a large assortment of English and American Dry Goods. Every day we shall be showing additional variety. G. KNOWLING.—1i

Minard's Liniment Cures Diphtheria.

Will the Channel Tunnel Be One Of the Results of the War

Promotors Feel Confident it Will—Experts Declare it Could be Constructed More Easily Than the East River Tunnel at New York—The Project More Popular Than Ever—May Have Trial Tube First—Project a Hundred Years Old.

London, Aug. 25.—Whatever danger and fears may have been felt by the minority with regard to the boring of a tunnel under the Channel between England and France have been dispelled, strangely enough, by two years of war, the very event which, it was feard, would be a danger to Britain.

Unquestionably the project is more popular than ever. It is even now recognized that England in this war is being punished for her neglect, and its advocates on both sides of the Channel are preparing now, in order to be ready on the advent of peace. Both the Italian and Belgian Governments will join with the French in urging the British Government to give early sanction to the Channel tunnel. Another new fact is that the Northern of France Railway Company, which hitherto has been quiescent on the subject, is now taking definite steps to make known the opinion that France entertains.

The promoters of the tunnel project are understood to be convinced that it is on the eve of victory and that it will be opposed neither by the British Government nor by either House of Parliament.

Discussing the question, Sir Arthur Conan Doyle is of the same opinion as Mr. Arthur Fell, whose views already have been published.

"When I was convinced by reading Bernhardi's book," he said, "that Germany meant war, I was so impressed by the absolute necessity of a Channel tunnel, in order to preserve our lines of communication and to insure us against submarines that I wrote three long minutes, with all the arguments —one to the War Office, one to the Admiralty and one to the Defence Council. However, nothing came of it, nor, indeed, was there time then before the blow fell.

"But it is a fact that a tunnel would have been of enormous use to us; that we should have paid for its construction many times over; that it would have saved us great anxiety; that it would have made us independent of weather; that it would have relieved the want of merchant ships by releasing those very numerous ones now used in the Channel, and also would have freed their convoying destroyers for other purposes. We have been sorely punished for our insularity in not doing this sooner. However, I think we have learned our lesson now."

Easy to Bulid, Say American Engineers.

That a tunnel under the English Channel can be built with fewer difficulties than were encountered in piercing the beds of the Hudson and East Rivers or in digging New York's serpentine subway is the opinion of American tunnel and subway engineers. Compared with those engineering feats, they regard the projected linking of Great Britain and Continental Europe as a simple work, although surpassingly great in magnitude and in its consequent appeal to the imagination.

The announcement of the Chemin de Fer du Nord, the great French railway which carries the English traffic from Calais and Boulogne to Paris, that the end of the war would probably signalise the construction of the Channel tunnel, which was published exclusively in the Herald last Sunday, aroused great interest in American engineering circles. American engineers base their belief in the entire feasibility of the long discussed project upon reports of the geological formation of the Channel bed that have appeared in engineering journals from time to time. They say those reports, in the light of the success which has marked tunnelling operations in this country and especially under the waters surrounding New York City, show conclusively that English and French aspirations for burrowing under the turbulent Straits of Dover can be realized in a reasonable-time and at a reasonable cost.

The Channel tunnel's greatest claim to distinction, aside from the well nigh measureless possibilities it will open up, will be its length. It will be from twenty-one to twenty-three miles long or more than twice the length of the Simplon tunnel through the Alps, now the largest traffic bore in the world.

Perfectly Feasible.

Robert Ridgway, engineer of subway construction, said yesterday:—"The Channel tunnel would be a long step in advance because of its great length, but it is a perfectly feasible project. Except in the most general terms the building of the New York subway affords no criterion for the construction of a tunnel of this sort. It would be like comparing mince pie with pea soup. They are comparable only in that both are articles of food.

"But the construction of the tunnel would be a straight job, which the subway was not. In three important particulars it would not be so trying as subway building has been. In its construction there would be an escape from traffic troubles, the underpinning of buildings and annoyance to the public, with all of which subway work has been beset continuously.

"The only problems in connection with the tunnel would arise from the nature of the materials of which the bed of the Channel consists. Air pressure, with its limitations, could be avoided by going deep enough into rock. If rock is found all the way everything would go smoothly and the tunnelling would be reduced to a simple and exact engineering work. But if rock containing water or partly earth and partly rock, such as were encountered in tunnel building here, should be met, construction would be complicated considerably.

"It necessary, however, the builders of the Channel tunnel could go much deeper than was possible with the tunnel here. The approaches in England and France could be made several miles long to accommodate a great depth, while here it would have been impossible to obviate too steep a grade by resort to such an expedient. We built a water supply tunned 1,100 feel deep under the Hudson River at Storm King and many men traversed it before the water was let in. I should not want to bid on the construction of the Channel tunnel until I knew the geogolical conditions more exactly. At their worst, however, they would mean only increased time and cost, which would be insufficient to affect the feasibility of the project."

C. M. Holland, who has charge of all New York tunnel work, said:

"I am not intimately acquainted with the geological conditions involving the building of the Channel tunnel, but from a knowledge of the outside fats I should say it would be an easier engineering task than the East River tunnel. Of course, it would be immeasurably more spectacular. The Panama Canal is a far more impressive work than the East River tunnel, but its construction was almost child's play by comparison.

"It is unlikely that air pressure will be employed in constructing the Channel tubes. The greatest depth for air pressure consistent with the safety of the workmen is 110 feet, at which the pressure is fifty pounds to the square inch. That is the limit for compressed air imposed by the New York State Labor law. Whether in earth, rock or water the air pressure is the same and it increases one pound every two feet."

Trial Tube First.

As the result largely of thousands of soundings taken by Mr. Sartiaux, an eminent engineer, it is accepted as a fact that the floor of the Channel is composed of gray chalk, impervious to water and forming a favorable stratum for the building of the tunnel. It is purposed to construct a trial tube eleven feet in diameter to prove the ground and to ascertain the precise location of any possible fissures or faults. Then two tubes eighteen feet in diameter will be built, with connections at frequent intervals as a provision against breakdowns. The trial tube will be used for drainage and will be elevated to the centre of the Channel so that the water will flow down in each direction and be pumped up at Dover and Sangatte.

From Cape Race.

Special to Evening Telegram.

CAPE RACE, To-day.

Wind West, light, weather fine. The s.s. Florizel passed in at 10.30 a.m. today. Bar. 29.82; Ther. 60.

Here and There.

TO LOAD PIT PROPS.—The s.s. Slingaby arrived at Lemington yesterday from Cardiff to load pit props.

BOWRING'S SHIPS.—The Portia left Curling at 5 a.m. to-day, due here Sunday. The s.s. Prospero left Trinity at 6.30 last night, going north.

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Our Baseball Column.

PLAGIARISED AND OTHERWISE.

WANDERERS CHAMPIONS FOR 1916.

Yesterday's double-header resulted in the Wanderers being champions for 1916, and our hearty congratulations are tendered to Mgr. Hartnett and his team, who not only won the Pennant but are also the proud possessors of the Silver Cup presented by Mr. G. G. Allen, of New York, having won it for the third time.

How They Finished.

	Pld.	Won	Pts.
Wanderers	6	4	4
Red Lions	6	3	3
Cubs	6	3	3
B. I. S.	6	2	2

The first game between the Cubs and Red Lions was exciting up to quite near the end when the Lions started a batting rally and scored heavily—securing a lead which the Cubs were unable to catch. All through the game the "bruins" seemed to be on edge with the championship almost within their reach, and they eventually cracked beneath the strain in the sixth inning. The unfortunate part of it is that the Cubs were in exactly the same position last year and only needed to defeat the B. I. S. in the last game of the series to contend for championship honours, but the unexpeced happened as it did yesterday and they let the game slip through their hands. The Red Lions played with their old time dash and vigor. A peculiar phase of our local Baseball is that the Lions always start poorly but towards the end of the season finish at express pace almost in touch of the Pennant. The score was 12 to 5 with the following players:—

Red Lions.	Cubs.
Cooney	Orr
Pitcher.	
Power	Clouston
Catcher.	
Hiltz	Winter
1st Base.	
Quick	Duggan
2nd Base.	
Ellis	Murphy
3rd Base.	
Mullings	Hall
Short Stop.	
Jenkins	Tessier
Right Field.	
Rolls	Carter
Centre Field.	
Quick	Thomas
Left Field.	

The outcome of the second game between the B. I. S. and Wanderers was also a matter of great interest to the fans as a win for the Irish would mean all four teams ending the schedule equal in points and a playoff would be necessary. However, interest soon waned when the Wanderers started piling on the agony right from the start and apparently demoralised the "Macmen" so much that they made but feeble attempts to retaliate. The exhibition was the worst seen on the diamond this year. The B. I. S. once more occupy the cellar where they will repose until 1917. The score was 14 to 5 and the line ups were:—

Wanderers.	B. I. S.
King	Carew
Pitcher.	
Ford	French
Catcher.	
Britt	Ring
1st Base.	
Hocken	Campbell
2nd Base.	
Hunt	G. Power
3rd Base.	
Meehan	McGrath
Short Stop.	
Dobbin	O'Reilly
Right Field.	
Brien	Grace
Centre Field.	
Watts	Channing
Left Field.	

The officials were: Umpires, Mr. Chesman (Chief) and Lt. Ross; Scorers, Messrs. Doyle and Murphy.

Features for the Fans.

Jenkins was again the star of the first game—his handling of difficult flies evoked great applause. An admirer of his hands us the following:—

There is an outfielder called "Si"
Possessed of an all-seeing eye.
When a long fly is swat,
It's sure to be caught
By Jenkins—so don't hit 'em high.

Hall gave a clever exhibition of base running and his steals were daring.

Orr was by no means in his usual form, but Cooney was and his big mitt and wing got in their usual effective work.

King pitched his game cleverly, but it did not seem at all necessary. The Wanderers have to thank his good right arm for their victories.

Ring, the first baseman of the B. I. S., who has been playing clever ball all the season, ably sustained his reputation and played an errorless game.

An Admirer of the Game sends us the following with the request that we publish it in appreciation of the unselfish services rendered by Mr. P. E. Outerbridge as official scorer, and the sentiments expressed we feel sure are voiced by all the fans and players:—

In my shelter snug I sit,
With my score book on my knees.
Chewing 'Beechnut' by the stick,
Chewing, chewing without cease.

When Fred Chesman starts the game
And the teams are neck and neck
You will hear my dulcet voice
"King is up and Orr on deck."

When the batter swats the pill
And around the bag does roam,
I must watch his mad career
Till he's "out" or safe at home.

Serene, indifferent to fate,
In my dug-out I recline,
All alike to me are Cub,
Wanderer, Irish or Red Lion.

If they score, I mark it down;
If they fan, I score 'em out;
Losers, winners, umpires, fans,
All call me a good old scout.

Some are good enough to say
That when I knock at Heaven's gate
I'll be admitted right away
Without a preliminary wait.

And good St. Peter will announce
That "Neddy" has at last "reached home,"
And while the heavens with welcome ring
The Recording Angel will say "Come."

"I've waited long for you my boy,
"But now no longer will I wait,
"Take off your coat, here's pen and ink,
"And help me with the Book of Fate."

BE READY for the cold weather. Get in your supply of Fuel. GAS COKE is an excellent substitute for hard coal. We have COKE of best quality, made from Pennsylvania Coal, which we are selling at $8.50 per ton at the Gas Works, or $9.20 per ton sent home. Send in your order now. ST. JOHN'S GAS LIGHT COMPANY.

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Literature—Richard of the Lion Heart, Ballads of British History.
History — The Complete History Reader, Book 3; Cambridge History Reader, Book 2.
Hygiene—The Way to Health, Part 1.

PRELIMINARY.

Literature—Richard of the Lion Heart, The Christmas Carol, Ballads of British History, Book 1.
History—Nelson's Highroads, Book 4A.
Hygiene—The Way to Health, Books 1 and 2.
Scripture History—The Gospel According to St. Luke.
Geometry—Hall & Steven's Geometry, Part 1.
Latin—Macmillan's Latin, Part 1.
Book-keeping — Thornton's Primer and Easy Exercise.
School Management—A Primer of School Method, or Practical School Method.
Geology—Macmillan's Primer of Geology, by Geikie.
Domestic Economy — Chamber's Home Management Manuals, 1 and 2.
Algebra—A First Algebra, by Baker and Bourne.

INTERMEDIATE.

Literature — A Book of English Prose, Grey's Elegy.
Geometry—Hall & Steven's, Books 1, 2 and 3.
History—Gardiner's Outlines, 55 to 1910; Hist. Geography of the British Colonies.
Navigation—Macmillan's Primer of Navigation.
Chemistry — Introductory Chemistry, Jones.
Geology—Elementary Geology, by Bird.
Household Science—Home Management Manuals, 1, 2 and 3.
Latin—Macmillan's Latin Course, Part 2; Eutropius, Macmillan's Elementary Classics.
Greek—First Greek Book, by White.
French — Siepmann's Primary French, Part 2.
German — Macmillan's Progressive German, Part 1.
Office Routine — The Beginner's Guide to Office Work.
School Management — Primer of School Method, or Practical School Method.
Scripture History—Old Testament History.

ASSOCIATE.

English—Henry VIII., Julius Caesar, Saul and Rabbi Ben Ezra, Essays and Tales, by Joseph Addison.
Literature — Richard II., Quentin Durward, The Laurate Poetry Books, No. 8.
Navigation—Theory and Practice of Navigation.
Education—Lectures on Teaching, or Manual of Method, by Garlick; or Foster's & Shore's Physiology.
Algebra—Baker & Bourne's Elem. Algebra, or Hall & Knight's Elem. Algebra.
Trigonometry — Hall & Knight's Elem. Trigonometry.
Geometry—Euclid, Books 1-4.
Latin—Caesar, Book 2; Cicero—in Catalinan, Orantio prima.
Greek—Xenophon's Anabasis, Book 1; or Euripides Hecuba.
History—From 1585-1901; Hist. Geography of the British Colonies.
Geology—Geikie's Classbook of Geology.
Hygiene — Practical Domestic Hygiene.
Elementary Physics — Lesons in Physics, by Higgins.

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Fly Books, 50, 90c., $1.20 and $1.50, offered at 40, 70, 95c. and $1.20.

Strong Wicker Trout Baskets reduced to 60, 80c. and $1.00 each.

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Landing Nets, Straps, Rod Tops, Floats and all other lines marked right down.

250 gross Deep Sea Fish Hooks, all sizes, offered at cost to clear.

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The "Beaver" Fountain Pen, 25c., 35c. and 70c. each.
The "Camel" Fountain Pen, with Gold Pen, $1.75.
The "Falcon" Fountain Pen, 45c.
The "B. & H." Self-Filling Fountain, fitted with Gold Pen. Prices $1.75 and $2.50.
The "Temco" Fountain Pen, a pen of superior writing qualities, fitted with 14k. Gold Pen. Price $5.00.
The "Onoto", a self-filler, built to last a lifetime, $4.50 each; gold banded, $5.80.

STYLO PENS.

The "British Bulldog", 55c.
The "Scotch Collie" in mottled vulcanite, 75c.
The "St. Bernard," large ink holding capacity, 95c.
The "Retriever," 75c.
The "Spaniel," 95c., and others up to $1.75 each.

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