

Enemy Evacuating Brussels

German Armies Everywhere Leaving France and Belgium.

Holland Interns 15,000. Huns---Abdication of Kaiser Demanded---Brutal Atrocities of Soldiery at Lille.

FRENCH GAINS.

PARIS, Oct. 19. The French continue successfully their advance south of Massigny and east of Guise. According to the war office statement, to-day they have reached the Sambre Canal on a front of nearly nine miles south of Hannu. Along the Canal the French hold the towns of Hannu, Tupigny and Givry. Since October 17, in this region the French first army has taken more than three thousand prisoners and twenty guns.

LEAVING BRUSSELS.

AMSTERDAM, Oct. 19. (By the Associated Press.)—The evacuation of Brussels by the enemy has already begun, according to M. Hainrich, an activist Belgian deputy. The deputy is quoted thus by the correspondent of the New Vanden Dags, on the Dutch frontier, who says the deputy himself has arrived at Brussels. The evacuation reports, it is declared, refer to the German troops and not to the civilian population of the city.

LEAVING FRANCE AND BELGIUM. WITH THE ALLIED ARMIES IN FRANCE AND BELGIUM, Oct. 19.—Belgium and shattered, the German hordes all day long have continued to give ground under the pressure by the British, French, Belgian and American troops. Indications received at headquarters are to the effect that the German army believes that it is being withdrawn entirely from France and Belgium.

HUNS ESCAPE TO HOLLAND. LONDON, Oct. 19. Fifteen thousand retreating soldiers have been interned in Holland after being cut off by Belgian troops moving northward from Eecloo, according to reports from the frontier reaching London and transmitted by the Exchange Telegraph Company. Belgian soldiers took charge of the Dutch-Belgian border last night and were received enthusiastically by the population.

PANIC ON BERLIN BOURSE. PARIS, Oct. 19. There was another panic on the Berlin Bourse on Thursday, according to advices from Zurich. Maritime securities are reported to have dropped 25 per cent and chemical products from ten to twenty per cent.

WILSON TO AUSTRIA. WASHINGTON, Oct. 19. President Wilson has answered the peace note of Austria-Hungary with a declaration that the Austro-Hungarian government must satisfy the national aspirations of its own people, and that they, the people, shall be the judges of their rights and destinies. The reply was made by Secretary Lansing yesterday through the Swedish minister in Washington. It calls attention to the condition of peace envisaged by President Wilson on January 8, which says the people of Austria-

Hungary should be accorded the freest opportunity of autonomous development. The note calls attention to the recognition by the United States of the Czech-Slovaks' National Council as a de facto belligerent government and states that this country has also recognized the justice of the nationalistic aspirations of the Jugo Slavs for freedom.

SEPARATING FROM AUSTRIA.

BASEL, Switzerland, Oct. 19. The Vienna newspapers state that the Rumanian deputies in the Austro-parliament have constituted a separate Rumanian national assembly. The assembly was formed under the presidency of Soseoul Grecale.

ITALIAN SUCCESSES.

ROME, Oct. 19. Italian shock troops north of Lake Idro, on the northern Italian front yesterday attacked the Austro-Hungarian advanced posts, the Italian war office announced to-day.

SAYS KAISER MUST ABDICATE.

LONDON, Oct. 20. The abdication of Emperor William and the Crown Prince is the only means of solving the terrible crisis, according to opinions expressed by the Munich Post, the Swabische Tagwacht and Frankische Morgen Post, an Exchange Telegraph despatch from Zurich says. It is added that the more rapidly the abdication is brought about the better for the country.

SUBS. RECALLED.

LONDON, Oct. 20. The newspapers in Madrid say that Spain has received an official communication from the German Government stating that the Admiralty ordered submarines to return immediately to their bases, a Reuter despatch from Madrid says.

THE TRACK OF THE SWINE.

LONDON, Oct. 18. The correspondent in Lille of the Havas News Agency, says that the Germans yesterday bombarded the city at long range. He also states that prior to leaving the city they destroyed the municipal waterworks, the gas and electric appliances and perpetrated hideous outrages on the female population, forcing women and girls to undergo medical examination under the pretext of safeguarding the health of the army. They also carried off all the securities in the bank of Lille, robbed and pillaged in every direction, destroyed furniture and smashed doors and ceilings.

GERMANY'S REPLY.

AMSTERDAM, Oct. 19. The German reply to President Wilson's note will be conciliatory, but will give the Allies to understand that Germany is not ready to bow to a peace that will destroy her future, according to the Cologne Gazette. Germany, the newspaper says, is ready for a peace of right, but not a peace of might.

There is no improvement in the situation of the Czech-Slovaks and it is doubtful whether they can maintain their present position unless help speedily arrives. The German-Austrian troops on the Balkan front made no serious resistance, retreating confusedly with much loss of prisoners and guns. The capture of Dussaz should be a considerable help in facilitating supply. We progressed rapidly in Palestine and our cavalry now possess Homs Tripoli. The Turks it is believed do not intend to offer any serious resistance south of Aleppo where a considerable force of twelve thousand men under Liman von Sanders is being concentrated.

In the kaleidoscopic movements of events there is no good in saying more than that the German Government has probably been frightened into present apparent changes with appointment of Prince Max and his support by German Socialists not so much by the military situation as by the serious fear of a social revolution which might land the country in the hands of Bolshevik and anarchist elements. It is uncertain whether Prince Max stands or falls but the latest news suggests the Socialists are prepared to maintain him at any rate for the present. Should he go it would be hard to find a man of sufficient weight to replace him. Credible reports prevail of serious agitation throughout Germany even among workmen at Essen and the tone of the whole Conservative press shows deep gloom. The Austrian Government apparently has lost control of the situation. The Czech, Jugoslav, Polish and Ukrainian members of the Reichsrat are reported to have withdrawn to make constituent assemblies of their own. Thus hardly anyone would remain in the Reichsrat except German-Austrians. But these realizing they are unable to longer dominate Austria might join hands with Austro-German Socialists in demanding self determination for Austrian-Germans. This must inevitably bring them up against other nationalities but might mean a unionising movement with Germans of the Empire. If that is so organized the Government of Austria will practically cease, especially as their national questions are so closely bound up with the social that diverging national struggles might quickly become class warfare. The Turkish situation and the composition of the Tewfik cabinet remain obscure. Since Turkey associated herself with Germany in the Austro-Hungarian peace proposals to President Wilson, Turkey has taken no new steps towards peace.

The rapid movement of events on the Western front made heaviest demands on the British airman. At first when the British advanced against Douai air operations centered chiefly between the Scarpe and the Somme. Early Tuesday morning the centre moved to the sector between Cambrai and St Quentin and operations of a bigger scale launched under the cover of dark necessitated every possible effort of aerial co-operation. Soon after midnight heavy rainstorms greatly hampered the machines but after dawn the weather quickly cleared and large British forces flew perpetually over the battlefield, directing artillery fire, reporting fresh targets and maintaining contact with the front line. We again used the device of dropping smoke shells round the enemy's strong points to blind his machine gunners and screen our advance besides thus saving many valuable British lives. After the fall of Cambrai and Le Cateau the rapid erosion of the vital enemy system of railways converging on Brussels gave the British airman notable chances of attacking behind the battle zone. Stations and junctions were repeatedly heavily attacked and the permanent way broken up at many points. Valiantly strong enemy air forces resist. Nine British machines were reported missing, but twenty-one enemies were destroyed and nine more driven down. From Thursday to Sunday bad weather greatly hampered flying, few enemy machines were met and these mostly behind the lines. The British, however, carried out highly successful raids. On Monday during the Belgian offensive at Dixmude and Werwick the most intense air activity prevailed. This one day 39 enemy machines were destroyed, two brought down by

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ground fire and six driven down. One balloon was shot down a flame. The Royal Air Force despite heavy mist during the week, dropped nearly twenty tons of bombs over usual objectives and lost not one machine.

Indicial Enquiry

The inquiry into the railway accident was continued Saturday afternoon when the evidence taken was as follows: Samuel Worthy, sworn and examined by Mr. Mews, B.L.—I was porter on the train which left St. John's on Monday, September 23rd last. I was the only porter on the train that day. I continued on the train right through till the accident happened. I remember arriving at Curling. We had no trouble before we got to Curling. We were a few hours late on that trip. I don't remember the cause of the delay. We crossed the east bound train at Curling. At Curling, Mr. Davis, porter, who had come upon the train from Port aux Basques, boarded our train. After we left Port aux Basques we had an accident. It would be about two miles west of Port aux Basques. Five cars left the rails and turned over on their sides. I was in charge of the two sleepers as porter. Just before the accident I walked through the sleeper and went into the smoker of the first class car. I was sitting down in the smoker when the accident occurred. When I walked through the car there were four or five passengers on the rear end of the last sleeper and one young lady whom I know now to be Miss O'Neill, was sitting outside on the rear end of the sleeper on the right side going west. That side would be the lower side. She was sitting down on a camp stool when I saw her. The

camp stool was on the platform. The platform is enclosed by brass rails about two and a half feet high. There was no one with her when I saw her. During that day I noticed her reading a book, but as I passed through the car after leaving Port aux Basques I did not pay any particular attention to her, and I cannot say if she was reading when I last saw her. I was sitting on the right hand side of the sleeper when the accident happened. I was speaking to Porter Davis and Conductor Neworthy. I felt the train come to a halt. As soon as the train stopped we could see the train falling over on our side. I tried to stand up when she was turning, but I could not on account of the car falling. The car went over on its side. I was landed on my back. I was not thrown out of my chair. I got up and I got out. I don't exactly remember whether I got out through the door or the window. I went back to the sleepers and the first thing that attracted my attention was the girl under the leading sleeper—under the rear end of the leading sleeper. I went to her and examined the position she was in and decided she was dead. She was exposed from the knees down, the rest of her body being under the car. She was under the rear end of the same car as she was sitting on when I passed through to the first class car. Passengers are allowed out on the platform of observation cars. Observation cars are usually sleepers, which have a railing around the platform. This car was an observation car but it was not on the rear of the train. I went to the sleepers then to attend to the injured passengers. There were quite a few injured. I assisted them out of the cars. The passengers who were on the platform of the rear car fell off on the ground. There were none of them injured that I could see, but they were considerably shaken up and nervous. After the accident I did not examine the track or wheels of any of the cars. I do not know anything of how the accident happened. I put in my time afterwards attending to the injured. I just looked over the dump and saw the second class car. The injured passengers walked up or were assisted up to a house close by. All the passengers did not go up, some remained by the wreck till relief came.

The relief train arrived some time afterwards. Dr. Fisher was on her. I remained until I went back to Humbermouth on the last relief train. That was that night some time. That is all I know of the happening. I went through the next day from Humbermouth to Port aux Basques. That was on Tuesday. They made up a train at Humbermouth to take on our passengers to Port aux Basques. They left the next day about 9 o'clock in the morning. I went through on her as porter. We arrived safely there. I did not find out nor did I hear from anyone what was the cause of the accident. As porter I was in charge of the sleepers and I had nothing to do with any other part of the train. Every assistance was rendered the passengers, in getting them out from the derailed cars and providing them with shelter, food and everything we could get. The doctor was in attendance. All the passengers in the sleepers did not go on to Port aux Basques with me the next morning in the train provided. As far as I know they remained in Curling. There was accommodation for everyone provided to go on to Port aux Basques. Those who stayed behind there not because we did not have accommodation. I don't know why they remained behind.

Examined by Mr. Higgins, K.C.—I am a graduate draughtsman and carried on business in the United States for some years running a store of my own. I always carry with me on my car a First Aid Kit and I had one with me on the day this accident occurred. Immediately I discovered injured passengers, and pending the arrival of Dr. Fisher from Humbermouth, I was rendering whatever assistance in the way of First Aid that I could to those who were injured. I am leaving Newfoundland on to-morrow's train for the United States, having received a notification from the National Military Authorities accepting my offer as a volunteer for war work. I expect that I shall be drafted in the Medical Corps, working in what is known as the Bureau of Medicine. Miss O'Neill's berth was in the rear sleeper. The last I saw of her she was sitting on the rear platform of the leading sleeper.

Frederick Power, sworn and examined by Mr. Mews, B.L.—I am an engineer with the Reid-McD. Co. I have been an engine driver for eighteen and a half years. I remember the accident which happened on Tuesday, September 24th last. That express train stopped at Humbermouth and it changed engines. I joined the express with my engine No. 124 and tender. We left Humbermouth about 3.40 p.m. The next stopping place was Corner Brook, about a mile and a half further west. We then went on to Curling, arriving there about 3.55 p.m. At Curling we crossed train No. 2, coming from Port aux Basques. We left Curling about 4 o'clock or a little after and we continued on to Port aux Basques. We left Port aux Basques, and about three miles west the front truck of the second class car left the rails. I did not see the car leave the track. The first indication of the accident I had, was I felt a jar on the engine where I was sitting. I then looked back and saw the second class car off the track and the end of the car was going towards the dump. She went down on an angle and she hit the bank on the west side of the dump. She went down upright over the bank and then she got out of my sight. After hitting the bank on the west side, she turned over on her side. There was one truck under her when she went down over the bank, that was the rear truck. The car went right to the bottom of the dump. I should say it was about forty-five or fifty feet deep. The dining car went with the second class car in the same direction until the second class car turned over. When the second class car turned over, it turned the diner too and the 2nd class uncoupled from the diner and dropped about ten or fifteen feet, leaving the diner about halfway down the dump, that is, one end of her. The second class car left the rails about where "A" is on the plan now shown to witness. She continued on the track until near the letter "B" before she went down the dump. The plan represents fairly accurately the position of the second class car and the dining car after the accident.



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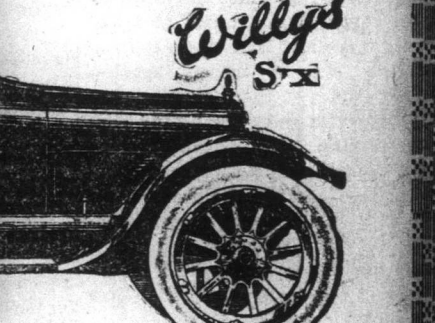
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