

GOOD THINGS

That will tempt the appetite and satisfy it as well.

CEREALS. Grape Nuts, Faro, Puffed Rice, Cream of Wheat, Corn Flakes, Quaker Oats, Scotch Oatmeal.	English Cheese. English Thick Cream, Ox Tongue—in glass Puffed Meats— in glass, FRUIT PULPS.	Hartley's Jams. Pure Gold Jellies, Bird's Custard Powder, Knox's Gelatine, Peanut Butter.
---	---	---

HARTLEY'S MARMALADE. LYLE'S GOLDEN SYRUP. MAPLE SYRUP.	BLUENOSE BUTTER. SEAL BRAND COFFEE. OUR CELEBRATED TEAS— Royal, Crown, Our Best.
---	--

BACON Fidelity, Elin City, Star.	BY STEPHANO: Peaches, Ripe Tomatoes, Celery, Cherries.	Ripe Bananas. Cats, Oranges, Pineapples, Table Plums.
--	---	---

Fresh Eggs. N. Y. Chicken.

Bowring Bros., Ltd.

'Phone 332. Grocery. 'Phone 332.

Driving Power of British is Greatest Yet

Result of Long Preparation Described as It Appeared Just Before the Offensive Began—Germans Met on Equal Terms for First Time in the War.

Bar-Le-Duc, June 29, (by Mail).—There is a chance that the British and French offensive of this summer may succeed in breaking through the German lines and bringing the end of the war in sight.

Let it be conceded that this is to be considered a possibility only. Admit that the probabilities are that the Germans will merely be weakened, no matter what may be the strength of the thrust against them, and that the next task of the Allies will be to prepare for another winter in the trenches and another drive when the ground hardens next year. Nevertheless, there is a chance of success for these reasons:

First—The lines in the west have been actually broken four times. Second—The weight of the British drive will be as greatly superior to any previous effort by the Allies in the west as a sledge is to a tack hammer.

Third—The Central Powers have their hands full. They may find some difficulty in playing the old game of hurdling Germany from one theatre of war to the other, as military necessities demand.

Fourth—Germany must have seriously blunted her cutting edge against Verdun.

Diggest Preparation Yet.

No other movement since the war began, if the Germans rush through Belgium is excepted, has been as carefully thought out and munitioned and provided for as has the British offensive. The British should be able to get every ounce of weight into their blow. Here are some of the reasons:

(a) Three thousand miles of railroad have been built behind the British front. That ensures a perfect system of supply of munitions and withdrawal of the wounded, as well as a rapid transfer of troops from point to point.

The tremendous advantage the Germans have had heretofore has been in the possession of a sufficiency of strategic railroads. The immensity of this superiority was keenly illustrated at Verdun, where the Germans had eighteen lines converging in the Verdun district, while the French were forced to improvise automobile transport to make up for the deficiencies of their two inferior lines of rail.

The British drive will be the only one in which the Germans will have been met on equal ground since the beginning of the war.

Have 1,200,000 Men Ready.

(b) The driving force against the German front will be greater in this offensive than in the previous one of either front.

Some comparative figures will be given later. Meanwhile it should be observed that the British will have not less than 1,200,000 men—net strength—concentrated on their 85 miles of front. I mean by this 1,200,000 fighting men. Back of the fighting men are at least 500,000 soldiers of the liaison—the supply corps and the repair corps and the railroad corps and the bridge-building corps and Sir William Robertson alone knows what other corps. Usually the strength of an army is given as the total of combatants and uniformed workmen. In this case the figure given means that 1,200,000 men are actually subject to call for the front trenches.

Thanks to the three thousand miles of new railroad, these men can be shifted rapidly. Every other drive has broken down because of mechanical difficulties. It was necessary to hold up the operations in order to get fresh troops to the front, to "clean" the front of wounded men and broken organizations, to send fresh supplies forward. This great network of railroads means that what an automobile rider would call the "torque" is continuous. At Verdun the German operations have been marked by frequent pauses while new divisions were brought up. The British will be able to hammer absolutely without cessation, if they desire.

Even Terms on Guns.

(c) For the first time on this front the Germans will be met gun for gun and shell for shell. From the beginning they have had a notable superiority in heavy artillery, and it has been demonstrated that heavy artillery wins wars. For a time at Verdun the French held them even. This was after the first two weeks of breakdown because of meagre transportation facilities, and before the French guns began to wear out.

Of late the Germans have had a superiority, both in numbers and in guns at Verdun. Only French heroism and the French genius for soldiering kept the Germans away.

This time the British will be on even terms. A torrent of heavy guns has been coming over from England lately. A soldier friend recently toured the English front. "I found batteries of big guns that had never been fired tucked away behind every haystack," said he. "The country

Our Boys Safe Across. First Submarine Like Deutschland Taken By British

The Reid-Nid. Co. received a message from England to-day stating that the s.s. Sicilian with over 500 of the 2nd Nid. Regiment, would dock at 5 p.m. to-day. While the message does not give the port, we presume it will be at Liverpool. The run across was made in seven days and five hours. This is indeed welcome news to many in our Island Home and is another example of British supremacy on the sea.

Our Wounded All Cheerful

The following is a copy of a message received this morning from the Hon. John Anderson from London:—"Fraser, Langmead, Duncan improving; Roper splendid. Visited one hundred and twenty wounded; hope see one hundred more to-morrow. All happy, cheerful message from each; writing."

Train Notes.

The outgoing express is due at Port aux Basques on time to-night. The incoming express leaves Port aux Basques after arrival of the Kyle this morning. The local from Carbonear is due on time to-day. The Trepassay train reached the city at 9.30 a.m. to-day.

fairly crawls with them. Here and there one is in use for ranging purposes, and the crews of the hidden guns are sent to it to watch it work."

Telephone System Elaborate.

"The British field telephone system is better built than the state owned system of France," a French officer said the other day. "They have put up concrete poles and proper installations. It is so good that I understand that when the war is over the British will turn it over to France as a gift." That may seem a waste of time and material. Perhaps it is. Nevertheless messages sent over that sort of a system will get through and the getting through may mean the life of a corps at a time of pinch. The telephone wires in the fire zone are differently protected, of course. An equally efficient telegraph system has been built. Field hospitals are everywhere. The wounded man will be carried to the dressing station by the stretcher bearers, carried by ambulance to the railroad, and in many instances be on his way to England in a hospital train within six hours from the time that he was hit.

British Fine Grenadiers.

Thousands of tons of rifle ammunition and hand grenades. The Briton has taken to the hand grenade game like a boy to a melon patch. Most of them have played some outdoor game, and are good raw material for grenadiers. Nothing is quite so good as the grenade either for trench defence or "trench cleaning," and no one is quite so good as the Briton with the hand-bomb. The trenches are mines of high explosives. No troops on earth can stay in a trench against competent grenadiers, once the latter get near enough to exercise their art.

The weakness of every previous offensive has been that the men and supplies were lacking when the climax of the drive was reached. The transportation lines had been cluttered up. Time was required to take the wounded to the rear and bring up fresh troops and munitions. That time gave the enemy a chance to make good his losses and patch up his holes.

When the offensive was resumed it was not, in fact, a resumption, but was more truly an entirely new drive directed by a weakened force against a weakened defence. The defense always has the best of it. The Germans have in the past had particularly the best of it because of their railroads. They could "clean" their rear in a day better than the allies could in three.

The theory is that it will be different this time. It is because this is the theory that the preparatory operations have been conducted with such a massive tardiness. When the move starts, the hope is that it will keep on moving as irresistibly, it as slowly as a glacier.

The British can withdraw exhausted troops and replace them with fresh men and not delay the progress of affairs for an hour, thanks to that enclosed and cross-barred railroad system. The Germans will lack this very valuable privilege.

"The British preparation has been perfection itself," said a French officer who has inspected the entire British front and who speaks with authority. "The men are right and there are enough of them; the roads are right and there are enough; the guns are right and the shells are right and there is enough of both."

Deutschland Taken By British

Was Caught Off Coast of Ireland on Trial Trip—Undersea Boat Crew is Sealed—Men Convinced They Will be Trapped in British Cruiser Nets, Washington, July 20.—Before the German merchant submarine now in Baltimore harbor had so much as started for this country, her predecessor, the first submarine of the Deutschland type, was captured off the Irish coast by the British navy, on her trial trip, so naval authorities here state.

The first undersea craft of the Deutschland type is now in England, according to a report on file here. On board her when she was captured by the British warships were several scientists, expert mechanics and sailors, all of whom are now interned in England.

The capture of the initial merchant submarine intended for trans-Atlantic service was effected because of engine trouble which developed off the Irish coast. For reasons of policy the fact had been kept secret by the British admiralty, but the facts are, on file with the United States officials in Washington, it is said.

The chances of British destroyers or other types of craft catching the Deutschland depend largely, according to expert opinion in naval circles, on whether the winks of the submarine is sighted as she attempts to slip out.

Deutschland Crew Scared Still.

Baltimore, Md., July 20.—Terror stricken and on the verge of a panic the crew of the Deutschland dread the order that will start them on their return trip across the Atlantic. None believe they will escape the dragnet being thrown out by the Allied cruisers now off the Cape. They feel sure that they will fall victims to the enemy cruisers, not through shot from the yawning mouths of the cannons, nor ball from the high-powered rifles in the little British patrol boats, but in a net that the enemy is spreading just off the three-mile limit.

The members of the crew whose names will go down in history for the creation of a commercial era, have openly expressed this feeling to friends on Lucicut Point. They have told these same friends that Captain Paul Koepke, the dapper and daring commander of the submarine, is doing everything in his power to keep up their spirits and make them look on the bright side of the affair, but the men cannot see his side of the venture.

"We are praying every night, and are getting our friends to pray for us," Second Engineer Karl Fruechte told a friend he has been spending his evenings with since the crew have been granted shore leave.

Fear British Cruiser Nets.

"The crew have orders to be ready to leave at any moment," said this friend of Fruechte this afternoon. "They cannot bring themselves about to see how the Deutschland will escape the enemy off the Cape. All the men have been talking about since they have been visiting me, is of the loved ones they will leave behind, should the U-boat find a resting place at the bottom of the Atlantic."

"It is not the cannon and the other guns the men fear, it is the nets that the enemy cruisers will stretch. Entangled in these, the submarine cannot escape, her engines will be crippled, and it will be a slow and agonizing death to all on board. When the engines stop, the lights will go out and the air will stop. That is what the men fear. They talk of it continually, while with me at night, and they ask everyone to pray for them."

Knowing the tactics of the British and French, and realizing that scores of German submarines have been caught in these nets that were stretched across the English Channel, those that man the Deutschland fear that the British will resort to this method off the Cape.

The reinforcement of the cruisers that are reported to have arrived just beyond the three mile limit, is causing the men great anxiety, for with these to aid the two which have been reported on guard, they say it is possible for the Allies to stretch nets for many miles. Such being the case, the Deutschland will, they fear, be encircled, crippled and sunk, and all on board will be martyrs to a lost cause.

Norfolk, Va., July 20.—Foreign warships which have been waiting off the Virginia Capes for the Deutschland were obliged to go out far to sea to-day, when a northeast gale made it dangerous for them to lay too close to the shore.

High seas and a 50 mile gale at Cape Henry drove the foreign ships to seek safety in deep water, probably ten miles off shore.



HAY FORKS

Harvesting Implements

HUTTON'S B. Y. BEST CROWN SCYTHES, 30, 32, 34, 36, 38.
GRIFFIN'S BEST CROWN SCYTHES, 32, 34, 36.
R. K. RIVETTED BACK SCYTHES, 32, 34, 36.
AMERICAN SCYTHES, assorted sizes, 32 to 40.
B. Y. GRASS HOOKS, 2, 3, 4, 5.

PATENT SNAITHS.
AMERICAN & WATERLOO SCYTHE STONES.
HAY RAKES, HAY & MANURE FORKS.

Agents for
MASSEY HARRIS MOWERS, RAKES,
TEDDERS, etc.

Catalogue and Price List on Application.



MARTIN HARDWARE CO., LTD.

McMurdo's Store News

WEDNESDAY, July 26, 1916.
The series of Perfumes put up by Conviosier for us consists of really choice odors, Carnation, Le Trede, and Sweet Pea being the names. The Perfume is really the same as the famous Perfumes without Spirit, except that they are essences. They make excellent presents. Price \$1 a bottle.

Lazell's Talcums are the most popular toilet powders among all that we keep, and no wonder. They are fine, clean, and smooth, and exquisitely perfumed, Massatta and Field Vi elostaterh hGduy Field Vi elostaterh are the odors; both are very pleasant. Price 25c a tin.

Why the Germans Came Out.

A Danish correspondent of the Glasgow Herald writes that the reason of the battle on May 31 was merely an incident—an unlucky one for the Germans. From information he has gathered from well-informed sources and also from German sailors now in Denmark, it appears that the Germans are unable to use the Kiel Canal for the transport of large vessels, and as it had become necessary to have large warships in the Baltic, the German Admiralty were forced to run the risk and attempt the passage around the Danish coast.

Accompanied by the High Sea fleet, the Baltic squadron sailed up the coast until it met Beatty's battle cruiser squadron, which compelled the whole German fleet to flee, leaving behind some of the finest ships ever built in German yards. In this fight the Germans lost six powerful capital ships, besides innumerable ships of the cruiser, destroyer and torpedo boat types. Rumor has it that the disaster for the German navy was

finally completed when several other of their ships, well battered by the British, sunk inside the Kiel Canal some distance from the western entrance.

This has rendered the whole Canal practically useless for naval purposes, and besides the great financial loss entailed, this disaster has ruined all German hopes of an attack on the Russian fleet in the Gulf of Riga. It is needless to dilate on the opportunities now opened up for the daring Russian fleet, which will not be slow to accept.

Dutch Women to Prepare For War.

The Hague, Netherlands, July 12.—The women of Holland are to be prepared for instant mobilization in case of war to keep the essential civil life of the nation going, as well as perform such services behind the lines as that of the Red Cross.

Under the scheme now drawn up by the National Women's Council of the Netherlands is arranging for inscription offices to be opened all over the country, where all the available female labor forces can be registered and classified on the card system. It is to be left to each woman volunteer to say whether she would desire a salary or not, and whether she has any objection to transferment from one place to another, while she is actually free in her choice of the nature of the work. As, however, there is likely to be a superabundance of offers for certain kinds of labor, the volunteer can register a second and even a third selection. No wage paid is to be less than that earned by the man replaced; on the other hand, the woman so employed may in no case claim the place when the emergency is past.

The plan has the entire approval of ministers and the commander-in-

chief of land and sea forces, and the post office, railway and other authorities have promised their co-operation of fixing the amount and kinds of labor that would be needed in the event of mobilization. The preparatory work of the women's regimentation is already in full swing in various centres of the country.

COX'S GEMATINE. — Mark the brand. The housewife's choice and the old favorite that stands every test. For sale at all first-class grocers. Insist on getting Cox's.—June 24, 1916.

Grateful for Nid. Socks

Mrs. Winnie Cleary received a letter on July 22nd from a soldier in France, which read as follows:

June 29th, 1916.
Miss Winnie Cleary,
Bay Roberts, Nfld.
Dear Miss Cleary,—Just a few lines to thank you very much indeed for the nice pair of socks which I received to-day.

I found your address inside, so I must acknowledge same.
Yours truly,
F. C. OLIVER,
Riflesman, C 744, Queen Mary Staff,
16th K.R.R., B.E. Force, France.

Fishery Reports.

Latest reports from the north give a good sign codfish from Tilt Cove to Furlington. Previous to this the fishery in that part of the coast has been a blank. Traps at Placentia are doing poorly, while hook and liners fishing off the shore are doing well. Cape St. Mary's trawlers had poor luck for the past week, however some nice catches were reported yesterday. At Pouch Cove a large amount of haddock was secured during the past week. It is many years since those fish were so plentiful on that part of the coast.

None So Deaf As Those Who Will Not Hear

"Not one word, if you please—not one word will I listen to against tea or coffee!"

That is the attitude of many good people, even after they have reason to suspect that tea or coffee hurts them.

True, some persons seem able for a time to use tea or coffee without apparent harm, but sooner or later it does interfere with the health and comfort of many users.


For a sure, easy test suppose you leave off both tea and coffee and use

POSTUM

This famous food-drink is made of prime wheat, roasted with a bit of whole-some molasses. It has a rich color, fine aroma, and a delicious, snappy flavor, and is absolutely free from the drug, caffeine, in tea and coffee, or any other harmful substance—free from all tea and coffee troubles.

Postum is delicious and comes in two forms. The original Postum Cereal must be boiled. Instant Postum is a soluble powder—made in the cup by adding hot water. The flavor is the same and the cost about equal. Both kinds are good for young and old, and satisfy the craving for a hot, aromatic, meal-time beverage.

"There's a Reason" for POSTUM
Canadian Postum Cereal Co., Ltd., Windsor, Ont.



Gossage's Soaps!

In stock the following well known brands:

GOSSAGE'S WHEEL.
GOSSAGE'S HOUSEWIFE'S FRIEND,
GOSSAGE'S MAGICAL,
GOSSAGE'S PURIFIED CARBOLIC.

All size boxes in stock.

GEO. M. BARR, Agent.

MINARD'S LINIMENT USED BY PHYSICIANS.