

Leader of the Death Battalion Will Go to France As Fighter.

One of the wonderful women of these tremendous times is now in London. Her name is Mme. Marie Botchkareva, and she is the famous colonel of the Russian women's "Battalion of Death." She is altogether a woman of remarkable character. Powerfully built, of medium height, with an extremely intelligent face and capacious forehead, she has attracted considerable attention.

A young Siberian peasant, still only twenty-eight, her "adventures" are an outstanding feature, even in the mighty annals of this war of wars.

When her husband joined up in 1915 she accompanied him as a volunteer, being the first woman in Russia accepted for service in the line. Within a few months she was in the front trenches. Very few of her comrades knew her for a woman.

At last she went forward at her husband's side in an attack. He was killed, and she herself was so badly wounded that she narrowly escaped death.

Soon her exploits became the talk of the army, and she was several times promoted. When the revolution came Kerensky summoned her to Petrograd.

"I agreed," she says, "to take charge of a woman's battalion, which was to bear my name, and was to be sent to the front to save the revolution. There were 2,000 recruits within a couple of days. But the bulk did not take it seriously."

"I thought they would drive me mad. I could not understand their conduct at such a time. In two weeks only 250 were left; the others could not stand the discipline."

These survivors arrived at the front at a moment when male soldiers had been decimated. With one faithful male battalion they moved to the attack.

"Inspired by our example, the whole line followed. We took the first, second and third lines of trenches, and over 2,000 prisoners."

Wounded four times, the heroine has twice won the Russian equivalent of the V.C. After an operation for removal of shrapnel she hopes to go to France. "I will fight with the first contingent that will accept me," she says. "I expect to die on the battle-field."

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Three Claim Title of King of Jerusalem

Now that the holy places in Palestine have been freed by allied troops from their German-Ottoman rulers, the question of king of Jerusalem has been revived in Paris, says the Boston Globe.

Properly speaking, Victor Emmanuel of Italy relinquished the title on his accession to the Italian throne, but on all the coins issued by the Kings of Sardinia there were the words, "King of Cyprus and Jerusalem."

Charles of Austria and Alfonso of Spain hold the right to the title through the courts of Castille and Bourbon. As the Golden Fleece has been shared by both Austria and Spain, and as the title of King of Jerusalem has been vindicated by both houses, it is at present held by both Emperor Charles and King Alfonso XIII.

Never has such a short lived kingdom had so many crowned heads of such diverse origin. Jerusalem was a kingdom from 1099 to 1187, when Saladin captured the city. It was revived for ten years (1229 to 1239) by Emperor Frederick II.

The first king of Jerusalem was Godefroy de Bouillon, who refused the title and only reigned one year, when he gave over the throne to his brother Baudouin.

Up to the time of its distinction there were ten kings or queens of Jerusalem.

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NEWFOUNDLAND Notice to Mariners (No. 6, of 1918.) BROAD COVE POINT-- Port au Port Bay. LIGHT ESTABLISHED

Position—On the Eastern Point of entrance to Broad Cove, South Side of Port-au-Port Bay.

Longitude 58. 37. 30. W.
Latitude 48. 45. 55. N.

Character—A Flashing White Acetylene Gas Light giving 20 flashes per minute, thus:

Periods—
Light Dark Light Dark
0.3 sec. 2.7 sec. 0.3 sec. 2.6 sec.

Elevation—Height of Light from high water to focal plane 134½ feet. Height of Structure from base to top of lantern 18 feet.

Structure—A square open wood framework with sloping sides painted White. Lantern painted Red.

Remarks—This Light will be in operation during open navigation.

J. G. STONE,
Minister of Marine and Fisheries,
Dept. of Marine and Fisheries,
St. John's, Newfoundland.
September 6th, 1918.

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ORIGIN OF "OLD GLORY"

Old Glory as a popular name of the American flag is said to have been applied first in 1831 by a Salem (Mass.) skipper named William Driver, who was at that time Captain of the brig Charles Doggett.

Captain Driver was a successful deep sea sailor, and at the time of bestowing the name "Old Glory" on the flag he was preparing to shape the brig's course to the Southern Pacific.

Just before the brig left Salem a young man at the head of a party of friends saluted Captain Driver on the deck of his vessel and presented him with a large and beautifully made American flag. It was sent aloft, and when flung to the breeze Captain Driver christened it "Old Glory." He took it to the Southern Pacific, and years after, when "old age" forced him to relinquish the sea, he treasured the flag as an old friend.

In 1837 Captain Driver moved to Nashville, Tenn., and he died there in 1886.

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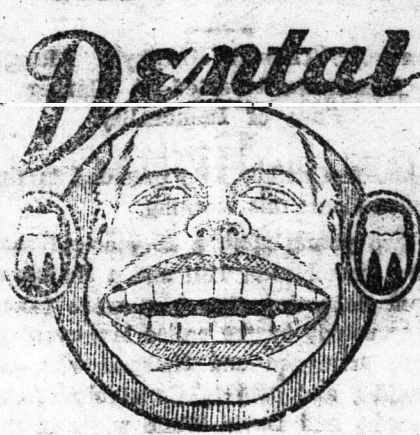
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Dr. A. B. LEHR,
(Dentist)

has decided to specialize in extracting and Plate work. His fees after Aug. 1st, 1918 will be 50c. for single extracting, and sets of teeth \$15.00.

All unfinished work at old prices.

MR. MERCHANT

If you want an introduction to the big purchasing public just try an ad. in the fishermen's papers—The Evening and Weekly Advocate.

BAKER, PETAIN AND PERSHING AT ST. MIHIEL

All Enter City Soon After Capture and Receive Touching Reception. WITH THE AMERICAN ARMY IN LORRAINE, Sept. 19—Newton D. Baker, the American Secretary of War, accompanied by Generals Pershing and Petain, visited St. Mihiel a few hours after its capture. Residents of the town so long under the domination of the Germans accorded Secretary Baker and his companions a touching reception, relating the abuses to which they had been subjected.

Before the Germans retreated they had forced almost every male between the ages of sixteen and forty five to accompany them for service in the German army, they told the Secretary.

The Prefect of the town assured Secretary Baker that had it not been for the assistance rendered by the American Relief Committee the residents of the place would have suffered serious privations. The banks long ago had been broken into and all the money and papers removed. The inhabitants of St. Mihiel had been forced by the Germans to contribute a million francs to the German War Treasury.

Newton D. Baker, the American Secretary of War, with several other notables, witnessed the beginning of the battle from the vantage point of a French fort behind the middle of the line.

A one horse-power engine means that it will raise 14 tons per minute through a height of 12 inches. This is twelve times as much as a man could do.

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