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July 1, 1915

331st Day of the War.

LATEST

From the Front

11.00 A.M.

CONCESSIONS TO LABOR.

Lloyd George, British Minister of Munitions, to-night announced substantial concessions to labor from the amendments to the Munitions Bill, the concluding stages of which will be dealt with in the Commons to-day. The chief amendment limits the power of compulsory arbitration of labor disputes in fields outside the actual manufacture of munitions. As amended this prerogative will be exercised by the Government only when munitions work is affected. Coal miners, particularly, objected to being subject to forced arbitration, as they contended miners never have been strikers.

SCOTTISH MONARCH TORPEDOED.

LONDON, To-day. The British steamer Scottish Monarch, bound from New York for Manchester, with a cargo of sugar, was torpedoed and sunk yesterday by a German submarine. The steamer's crew of thirty-six men took to the lifeboats. The captain and nineteen men were picked up near Hook Point Lightship, not far from Dunmore Harbor, Ireland, and landed at Dunmore. The Scottish Monarch is 400 feet long and 5,643 tons gross.

AERONAUT KILLED.

LONDON, To-day. Naval Flight Lieutenant Watson was killed near Eastbourne, to-day, while making a flight in a biplane.

THE ARMENIAN TORPEDOED; AMERICAN LOSS OF LIFE.

WASHINGTON, To-day. The Dominion freight liner Armenian, flying the British flag and carrying mules from Newport News, Va., to England, was torpedoed and sunk on Monday night by the German submarine U-38 off Cornwall, England. Nearly a score of American muleteers were aboard and are reported lost, according to messages received by the State Department to-day from Consul Armstrong, Jr., Bristol. Twenty-nine men were lost and ten injured. The news created a sensation in official quarters, as it was the first case of loss of American lives since the sinking of the Lusitania. The gravity of the incident, however, and the action of the Washington Government, depends almost entirely on whether the Armenian was chartered by the British Government and was in fact a transport of war, aboard which Americans would sail at their own risk, or whether she was an unarmed merchantman. In the latter case, even though carrying contraband, the ship should have been subjected to a visit and search and those aboard transferred to a place of safety before the vessel was sunk. In the absence of official information on these points, officials declined to say what effect the sinking of the Armenian would have on the pending negotiations between the States and Germany. Immediate inquiry has been directed, however, by Ambassador Page in London, to secure more details. When Secretary Lansing returns to-morrow Ambassador Gerard will be instructed to inquire of the German Admiralty as to its report. From messages received, it appears that in addition to a torpedo, at least one shot was fired from a disappearing rifle. The Consul's report said the wireless house was taken away by the second shot. It was not made clear whether the Armenian was first ordered to halt and resisted capture, requiring a second shot, or whether the submarine attacked without warning. The fact that the mules of the submarine was given, indicated she had come to the surface to make the attack.

DISCLAIMS KNOWLEDGE.

NEW YORK, To-day. The British Consulate General disclaimed to-day any knowledge of inducements having been made to the

United States soldiers and sailors to desert the American service for the British Army and Navy, as charged by the Federal Agent at San Francisco, who has been investigating recruiting activities in California.

ENROLMENT OF WORKERS SATISFACTORY.

LONDON, To-day. The seven days granted the Trade Unionists by Minister of Munitions, Lloyd George to make good the pledge they would prove they were able to supply the needed munitions workers without recourse to compulsion expired to-night. With respect to the results, Morgan, who is Lloyd George's chief assistant in this department of his work, said:—Enrolments are so highly satisfactory, I think I can say the voluntary system has justified itself as applied to munitions workers. During the last two days the enrolment averaged 10,000 a day.

LONDON BUDGET.

LONDON, To-day. The British forged ahead in the Gallipoli Peninsula, the Austro-Germans continue an almost unbroken advance in Galicia over the Polish frontier. These are about the only positive factors of the day's war reports. Fighting in the Western theatre, having developed nothing to alter the situation. A brief Austrian official communication received this afternoon indicated the Germans are being held up along the Gnila, Lipka, but fuller official statement subsequently to hand made no such admission, although conceding hard fighting in this section was in progress. The Russians are now in the throes of a campaign to speed up the munitions output in a manner similar to England's. The seven days allotted by Lloyd George to labor to come forward voluntarily expired to-night. Though the figures are not available, it is predicted the response has been such as all idea of compulsion has been abandoned.

ORDERED MOTOR SLEDGES.

BERNE, Switzerland, To-day. It is learned from private sources that Germany recently issued orders for 15,000 motor sledges in view of the possibility of another winter campaign.

ITALIAN PROTEST.

ROME, To-day. The hoisting of the Montenegrin flag over the fortress of Scutari in Albania is causing a greater feeling of discontent in the Italian capital than did the occupation of the Albanian towns of Tirana and Elbasan by Serbian forces. The Italian Government is understood to have protested both to Serbia and Montenegro against the occupation of Albanian territory by their respective troops. Italy also had protested to the Governments of Britain, France and Russia who together with Italy at the London conference in 1912 brought about the creation of Albania into an independent State who reached an agreement after the outbreak of the present war definitely to settle the Albanian question at the next peace conference.

A Sad Case.

Yesterday a little girl named Kennedy, who is scarcely eleven years of age, was arrested for the larceny of \$2.10 belonging to Mr. Robert Bartlett. Shortly after the accused was released and handed over to her parents to appear in Court to-day when the girl was arraigned. The Inspector General of Police pointed out that she was incorrigible so far as stealing was concerned, as the police had received complaints from the Reid Company and other people in town of money and articles she had stolen. It seemed to him that the youngster was afflicted with Kleptomania. One young brother was now in the penitentiary serving a term of imprisonment. At the request of Inspector Sullivan the charge of larceny was withdrawn and the parents of the girl are being consulted as to the best means of dealing with their daughter.

EARL OF DEVON DAMAGED.—The s.s. Earl of Devon is now at Greensand in a disabled condition owing to collision with an iceberg. No particulars are to hand as to the nature of the damages or the exact cause of the same. We understand, however, that the ship struck an iceberg head on and in backing away from it struck another which was astern.

Mimic Battles in Air Part of Hendon Course.

British Aviators Taught to Destroy German Zeppelins—Warneford Had Full Training.

Mimic battles in the air are now included in the finishing off process of training British naval and military aviators.

The amazing exploit of Flight Sub-Lieut. R. A. J. Warneford, R.N., who, in a tiny aeroplane, costing perhaps \$5,000, attacked with bombs a big \$300,000 Zeppelin in Belgium and blew it up—or rather down—was not a fluke. It was merely the first sensational justification for the immense amount of money, ingenuity and time that has been spent at the Hendon Aerodrome, London, in fitting out naval aviators for just this very kind of hazardous work. Before being sent to the front Lieut. Warneford hurled hundreds of dummy bombs on the outline of a Zeppelin marked out in the centre of the flying field at Hendon, and scores at a superannuated dirigible. Not until he had proved himself to be an unerring marksman at bomb throwing, in addition to being a daring and resourceful aviator, was this David of the air sent after such a giant as a German dirigible.

Government Took Aerodrome.

As soon as England went to war the Government took over the Hendon Aerodrome from the Grahame-White syndicate for the purpose of transforming it into a training school for young officers of the navy who volunteered for service with the air forces of the navy. For ten months now the naval flyers at Hendon have been preparing themselves to undertake just such a coup as which has won for the young Anglo-Indian, Lieut. Warneford, the Victoria Cross and a personal letter of congratulation from King George.

Those who have followed aviation in the United States to any extent find several familiar faces at Hendon—at least any could have done so a couple of months ago. Among them are Squadron-Com. Claude Grahame-White who won the \$10,000 Statue of Liberty flight a few years ago and is now chief instructor at Hendon; Commander Cyril Parry, R.N., who this time last year was experimenting at Hammondsport, N.Y., with the hydro-aeroplane America, in which he purposed to attempt to cross the Atlantic in quest of the \$50,000 prize which had been offered by Lord Northcliffe for the first aviator to fly from America to England, and W. H. Beatty, the former New York aviator, who now runs a sort of private school at Hendon for officers and others who wish to obtain their "brevet" before volunteering for commissions in the Royal Flying Corps.

At the outbreak of the war it was at once realized that the whole air service needed to be enormously increased in equipment and personnel. Fortunately England had about 2,000 civilian aviators, and nearly every one of these sportsmen at once offered to do his "little bit" for the country. About half went into the army and the rest into the naval wing. Men like Grahame-White were entrusted with the task of organizing corps of instructors and mapping out courses of instruction. It was vitally necessary that the recruits should be passed out of the school in less than a month as finished aviators. That the course of instruction at Hendon is eminently satisfactory is evidenced by the efficiency of Lieut. Warneford, who received his first lesson on Feb. 21 last.

Hendon Well Guarded.

Hendon is now a "prohibited area" and is guarded by a detachment of veterans from the Royal Naval Reserve.

Long before the sun is up the roar of 50, 100 and 150 horsepower motors being tuned up resounds across the valleys and wooded hills of this part of Middlesex, and before ordinary folk rise the aviators are aloft, sweeping in huge circles that very often carry them over Hampstead Heath three or four miles away. Aviators are no longer given their first lesson on balancing machines. As soon as the recruits have had the mysteries of the steering gear, wing warping devices and the mechanism of the motors explained to them—and they are very quick to pick up—they are allowed to climb into a machine for "rolling" practice. This consists in using the aeroplane as an automobile. The machine has been "hobbled" so as to make it impossible for the driver to get off the ground.

After a few lessons the horizontal rudder is loosened somewhat so as to enable the pilot to jump a few feet from the ground. Perhaps at the end of the first week the aviator is permitted to make "straightways" or short flights from one end of the field to the other.

Finally comes the exciting time when turns are first attempted. It is at this part of the aviator's career that most of the machines are

smashed. But this is no time to make a fuss over little things like that. The "flying cadets" are not encouraged to be overcareful. As a matter of fact the display of a certain amount of reckless daring is a sure way to attract attention and secure rapid promotion.

Target Practice.

After learning how to manipulate land machines the naval airmen are sent down to Sheerness for seaplane work.

Those who have watched the bomb dropping competitions at the different international air meets that have been held in this country, will remember how difficult it seemed to be to hit even a target marked out on the ground when travelling at the rate of sixty miles or so an hour. How much harder, therefore, must it be to drop bombs from an up-to-date warplane travelling at anything up to 150 miles an hour on a fast moving Zeppelin, and with the crew of the dirigible potting away at the aeroplane pilot with rifles and machine guns?

Not only are the naval aviators at Hendon taught how to hit a fixed target. They also work with one of the old naval dirigibles of the Persival type.

Aerial War Game.

In addition to learning how to tackle Zeppelins, the naval aviators are taught how to grapple with the pilots of Taubes. A favourite war game at Hendon is to send away, say, three armoured aeroplanes on a short cross-country flight. Three other aviators remain in their hangers with instructions to head off the return of the first three airmen, who are supposed to represent hostile aircraft bent upon blowing up the air station. A scout is sent up to note the direction from which the enemy air raiders are approaching, being instructed to signal down this information with a smoke gun.

The game is for the defenders, as soon as the enemy is sighted, to as-bank shots from machine guns, the "Germans," and pepper them with blank shots from machine guns. This is a very exciting operation to watch. If the defenders succeed in getting above the attackers and firing at them for at least half a minute before they reach the aerodrome, they are supposed to have put the raiders out of business.

By arrangement between the admiralty and the war office, sailor fliers have been entrusted with the important task of patrolling the coasts for enemy air-craft and raiding enemy territory. The military fliers' work has been mainly reporting the movements of the German army to headquarters and "spotting" for the artillery.

The navy is also entrusted with the task of defending London from attacks from the air. All the anti-aircraft guns that are set up in London to protect such buildings as Buckingham Palace, the War Office, the Admiralty, the Houses of Parliament, Westminster Abbey, St. Paul's Cathedral, the Bank of England and the Government buildings at Whitehall, are in charge of naval gunners. The air stations for the London patrol, erected at different points around London, also are manned by men from the Royal naval air service.

There is no doubt that the men of the navy with their seaplanes have done a great deal more valuable work than the public is aware of. This war has taught many lessons. One is that just as a battleship of the line must be protected by a screen of fast destroyers so must a flotilla of destroyers be preceded by aircrafts. Aviators are the only men able to detect the presence of submarines when these lurking monsters are submerged.

Canadians Are Returning Home

London, June 27.—Following Colonel Carson's decision to allow invalided officers on extended leave to return home, several have sailed for Canada, including Captain C. W. Robinson, Calgary, 10th Battalion; Captain Allen, Truro, 17th Battalion, attached to the 45th Battalion; Lieut. Ryerson, Toronto; Lieut. Ballard, Hamilton, and Lieut. Douglas, Chatham. A party of 31 invalided men have also sailed. Another party of men returned for various reasons sailed by the Pretorian in charge of Captain Weld.

A tablespoonful of vinegar put into the water in which meat is boiled will make it deliciously tender.

REMAINS COMING.—The remains of the late James Treble, who died suddenly at Montreal, came across on the s.s. Kyle to Port aux Basques this morning, and will arrive here by to-morrow evening's express.

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