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KOVEL IN DANGER OF CAPTURE BY RUSSIANS; FRENCH ARE ONLY A FEW MILES FROM PERRONE; JOFFRE HITS HAIN CHAMPAGNE DISTRICT

Pressure Continues Heavy Against Germans Both East and West

Kovel, Stanislau, Baranovichi Coming Within The Range of Allies' Guns; British Make a Further Gain Towards Combles

London, July 10.—Four towns to the possession of which the Teutonic Allies have attached great importance, having made preparations to defend them on the largest scale—Stanislau, Kovel and Baranovichi on the eastern front and Peronne in the west—are now coming within range of the guns of the Entente Allies and four great battles are expected.

Of the advance of the Allies, that of the Russians upon Kovel from the east is the most striking. At the beginning of the offensive the Russian attacks towards this town were directed along the railway from Rovno, and Austro-German reinforcements were brought up to meet this thrust. The Russians suddenly showed greater activity along the Sarny-Kovel railway and about that line, with the result that the Germans, according to Russian accounts, have been driven back in disorder to a point a little more than twenty miles from Kovel. It is believed this sudden onslaught will compel the Germans to abandon the defense along the Stokhod river, as beyond that stream German stores have been set afire. Some English military writers are of the opinion that Kovel itself may have to be given up.

In Bukovina, General Letchitzky has advanced upwards of sixty miles and is now within a distance of Stanislau. General Letchitzky alone in the two weeks ended July 7 added upwards of 30,000 prisoners and eighteen guns to the booty captured in the original drive.

French occupation of Biaches, opposite Peronne, is considered the most important gain of the fighting in the west of the last few days, as it probably will necessitate the withdrawal of the German forces from the remainder of the territory in the head of the Somme southwest of that village.

North of the Somme the British have made a slight further advance towards Comblain. Yesterday afternoon another heavy bombardment along the Yser and before Verdun.

Paris, July 10.—The French advanced their lines south of the Somme on Sunday a mile and a half, capturing the German third positions along a length of three and one half miles, and are now within a mile of Peronne. French critics believe that the capture of Peronne now is a question almost of hours.

Under pressure the system of interlocking echelons, it was the turn of the right wing to push forward, the other echelons on center and left being saved to effect the moves required of them.

The troops south of the Somme apparently had made good use of their shell and when the word was given they moved forward with the precision of a well oiled machine. They swept the northern of the two plateaus which face Peronne clearing out the German positions and establishing themselves solidly in the trenches which had been turned into quagmires by the combined effects of bombardment and incessant rain.

The Germans offered the best resistance they could but the French artillery has been keeping up a formidable drum fire upon their lines of communication making it almost impossible for them to get either reinforcements or food in suitable quantities.

Yesterday's success is important in that it should enable the French heavy artillery to push forward into a position from whence it can pour a fire into the flank and rear of the Germans who are retreating at Combles, Aconr Mills to the North and at Clerly, half a mile north on the other bank of the Somme.

Yesterday a movement of the French paved the way for the next move of a central echelon for which preparation continued steadily all day, virtually without interference from the Germans.

FURTHER GAIN BY BRITISH
London, July 10.—The British troops have made another advance northwest of Comblain, in the field of their offensive north of the Somme. This was officially announced this afternoon. Three additional guns and several hundred prisoners were captured.

STRIKING BADGE WORN BY RECRUITING STAFF OF 237TH BATTALION
Montreal, July 10.—One of the most effective things in soldiers' arm bands has made its appearance in the streets of Montreal by the recruiting staff of the 237th Battalion American Legion. It is made of silk material in a combination of the national colors, red, border with blue letters on a white background bearing a two line inscription: "237th O. S. Batt., C. E. F., American Legion."

The royal blue letters show up very effectively on the white background and the whole color scheme is extremely artistic. The badge has been designed, made and donated to the battalion by Miss Almira C. Nelson and her sister, Miss Regina C. Nelson of Montreal. It will be worn by members of the recruiting staff throughout the maritime provinces and Quebec.

TODAY'S BALL GAMES
National League—Boston at Chicago, clear, 8 p. m.; New York at Pittsburgh, clear, 8 p. m.; Philadelphia at St. Louis, clear, 8:30 p. m.; Brooklyn at Cincinnati, clear, 8 p. m.

American League—St. Louis at Philadelphia, rain, (2 games) first at 1:45 p. m.; Detroit at Washington, rain, 4 p. m.; Chicago at Boston, rain, (2) first at 1:30 p. m.; Cleveland at New York (2) first at 1:30 p. m.

International League—Newark at Buffalo, clear, (2 games) first at 1:45 p. m.; Rochester, raining, (2 games) 2 and 4 p. m.; Baltimore at Toronto, cloudy, 8:30 p. m.; Richmond at Montreal, clear, 8:30 p. m.

GIANT "SUB" LINE OF REGULAR LINE, SAYS HER COMMANDER

The Deutschland Docked This Morning at Baltimore

NO GUNS TO BE SEEN
Fortune Expected From Sale of Her Cargo—Captain Says Fleet to Carry on Traffic—Evaded British by Staying Days in Heligoland

Baltimore, Md., July 10.—The gigantic German merchant submarine Deutschland ended her voyage across the Atlantic at 6:40 this morning when she docked at the pier of the Eastern Forwarding Company on the outskirts of Baltimore. The submarine left, guaranteeing at 4:30 after the health officers had boarded the craft and the permission to proceed.

It was announced that a statement would be made regarding the extraordinary voyage by officials of the North German Lloyd Company later today.

REGULAR LINE SAYS CAPTAIN
Baltimore, Md., July 10.—Definite announcement that the German submarine merchant Deutschland is the first of a fleet of such craft built to ply regularly in the trans-Atlantic trade, was made here today by Captain Timmons, master of the super-submarine.

"This is not the only one that is complete," said the captain. "There will be more here soon and we're going back for another cargo. We are going to have a regular line." He said he does not expect to see the Deutschland as she is preparing to move up to dock from the lower harbor, where she dropped anchor last night. To newspapermen shouting questions over the side, he was not so particular. He said that a formal statement would be issued later by the representatives of his owners.

All during the night a considerable number of the Deutschland crew had been ashore and a small beachlight plant was set up on the pier. The tug Thomas Timmons, conveying the submarine, kept the yacht under close surveillance.

A little after four o'clock a boat with health and customs officials aboard put out from the quarantine station and went alongside the submarine.

On board the Deutschland, Captain Koenig presented his bill of health, issued to him by the United States consul at Boston, and a document which describes the Deutschland as "a vessel engaged in the freight trade between Bremen, Boston or other eastern Atlantic ports." It records her gross tonnage as 891, says she is "newly built, has a cargo capacity of 1,000 tons, and is a wholly owned vessel of the Bremen water works."

One thing the board of officers noted particularly—there were no torpedoes aboard or guns of any description visible above the vessel.

The visitor was convinced that the Deutschland was a vessel of considerable value to her owners. Bremen with her load of about 750 tons of valuable dyes which her owners hope to sell to American manufacturers for a fortune. At Heligoland she was seen nine days, leaving there on June 29 to plough deep beneath the surface of the North Sea to escape the watchful eyes of the allied blockaders.

Koenig intimated that the purpose of his long delay at Heligoland was to deceive the enemy who undoubtedly had heard rumors of the submarine's coming. Once outside the blockade lines and into the Atlantic, according to the captain's story, he headed straight across and deviated from his course only once when he saw what he took to be enemy craft. Most of the time he sped along on the surface, making about fourteen knots an hour with his powerful twin diesel oil engines. Submerged he could go at the rate of 7 1/2 knots.

Approaching the Cape late on Saturday, Captain Koenig found his path apparently clear. He held to with his decks awash, however, waiting until darkness fell before nearing the coast. When the bright half moon went down soon after midnight, he put on all speed and shot between the Virginia capes, to be greeted by the German mercantile marine with the North German Lloyd insignia upon their caps. The skipper is a trim, slightly built man of around forty years of age. Two of his seamen are grizzled old tars, but the remainder are younger men.

International Aspect
Washington, July 10.—The fact that boarding officers found the Deutschland

BRITISH GUNS, LIMBER TO LIMBER, FROM SOMME TO SEA, IF NEEDED TO OUST GERMAN

On Saturday the Times published a London despatch quoting Frederick G. Kellaway, M.P., secretary to Dr. Christopher Addison, who, next to David Lloyd George, is the most important official in the ministry of munitions, as saying in parliament that "we are not yet at the full food of our output of guns and shells."

The despatch also contained the following, but arrived too late for use on Saturday: "If the Germans cannot be driven home otherwise," he said, "our army shall have such a supply of guns that the limbers shall touch each other in a continuous line from the Somme to the sea."

He added that ninety new arsenals had been provided, and that 4,000 controlled firms are producing munitions. The total number of munition workers in 1914, he said, was under two millions, and there are now three and a half millions. The labor problem, Mr. Kellaway asserted, has been to a large extent solved by the women. Before the war 184,000 women were engaged in war industries. There are now 666,000 so engaged.

In looking back, it seems a long time since the first fire, but many Fairville people vividly recall that Sunday noon, May 15, 1902, when news quickly spread that the school house, then located in Station street, was ablaze. A high north to northwest wind was blowing almost a gale, and soon flung shingles and cinders were blowing in all directions.

Fire fighting apparatus of course there was none, and the helpless people soon realized the folly of such a weak struggle as they could put up against the terrific fire demon, which, unrestrained, swept on in ever increasing intensity. Meeley's foundry on Main street, fully 250 feet away, was the next to ignite and from that on from one side of the street to the other the fire raged at will, devouring everything within reach until forty-six buildings had been laid low in ashes and ruin.

On the northern side of Main street every thing in the nature of a building was destroyed as far as the shop on M. W. Collins, butcher, on the south side to the lot now occupied by the post office, up the street the flames exacted toll of all properties as far as James Molloy's, and on the opposite side of the street the fire spent itself out when reaching the fairville hotel. (Continued on page 7, fifth column)

THE CABINET IN AGREEMENT AS TO HOME RULE

BURIED TODAY
The funeral of Christopher McDade took place this morning at 9:30 o'clock from his late residence, Waterloo street, to the Cathedral, where solemn requiem high mass was celebrated by Rev. Miles P. Howland, assisted by Rev. William Duke as deacon, and Rev. Hector Belliveau as sub-deacon. His Lordship Bishop LeBlanc administered final absolution. Interment took place in the new Catholic cemetery. The funeral cortege was long and gave testimony of the esteem in which Mr. McDade was held by his relatives and friends. Beautiful floral tributes were among which were a large floral wreath of carnations and pansies from Mr. McDade's employes.

The funeral of Louis Vincent Hogan took place this afternoon from his late residence in East St. John to St. Joachim's church, Silver Falls, where burial services were conducted by Rev. A. J. McNeill. Interment took place in the new Catholic cemetery. Many beautiful floral tributes were received.

The funeral of Miss Mary Sweeney took place this morning from her late residence, 6 Crown street, to the Cathedral, where high mass of requiem was celebrated by Rev. William Duke. Interment was made in the new Catholic cemetery.

TRAVELLERS GATHER HERE
T. H. Estabrook & Company, Ltd., have given a trip call to all travellers of the Toronto branch. They arrived in the city this afternoon and will be here about a week. The names follow: Ben, Miller, Robert, Bout, A. W. Elliott, Arthur Currie, William Swift, J. Draper and wife, Crompton Jones, Frank Lerch, A. G. Guild, W. Brokenshire, Geo. Thompson, W. Linder, W. Kerwin, Harold Silver, A. Moore and Mr. Davis.

JUVENILE COURT
The two boys who recently escaped from the Boys' Industrial Home this morning arraigned before the police magistrate for concealing from the institution. After they had pleaded guilty they were ordered back to the home. They will likely be taken this afternoon.

wholly unarmed goes far towards simplifying any question as to her status as a merchant ship in American waters.

Officials realize, however, that the British and French embassies, while interested little in what the Deutschland has brought over are concerned over a cargo of rubber and nickel she proposes to carry back to Germany, and expect that nothing will be left undone by Germany's enemies to prevent or hinder her clearance.

A Financial View
New York, July 10.—The arrival of the submarine has aroused particular interest among persons who have suffered from inability to send to Germany and Austria-Hungary money and legal documents. It was said today that if the submarine returns home she will carry an important consignment of bank drafts and legal papers of various kinds. Money more than anything else has been held up by the allied powers. It is a contribution of war. Ordinarily \$100,000,000 a year is sent from this country to Austria-Hungary, but with the war this fell off to \$15,000,000. The settlement of at least a dozen estates now in the surrogate court here has been held up for legal documents.

ON THIS DAY TWENTY-THREE YEARS AGO FAIRVILLE FIRE SWEEP

Disastrous Conflagration Recalled; It Came But Few Months After Another Great Scorching; Pluck of People Well Displayed

Today is the anniversary of the second great fire which occurred on Fairville, July 10, 1893, and was reckoned at that time as a real catastrophe, destroying, as did, many of the new line buildings erected after the first great fire. Just fourteen months before.

TO MOVE FOR NEW APPARATUS
Fire Underwriters Support Proposal Made By Com. McLellan

The common council will be asked to vote, at their weekly meeting tomorrow on the expenditure of at least \$16,000 for a motor driven ladder truck for the fire department. This announcement was made at a meeting of the council in committee at noon today by Commissioner McLellan in response to remarks made by a delegation representing the Board of Fire Underwriters. The underwriters had considered the need of better apparatus a fortnight ago and had decided to bring the matter to the attention of the council. The same matter was dealt with in a preliminary way by Commissioner McLellan at the last meeting of the committee and, as his proposals fully met their ideas, the insurance men appeared merely to support his program. Mayor Hayes presided, and all the members of the council were present.

The first business was the hearing of the delegation from the Board of Fire Underwriters, consisting of Peter Clinch, H. P. Robinson, W. H. White and Edgar Fairweather.

Mr. Clinch said that, at a meeting of the board two weeks before the matter had been brought up by the commissioner of public safety, the need of more modern apparatus had been considered by them, and they had decided to make representations to the council. Now that the matter was in hand, they appeared to support the proposals. He felt that they had needed a better ladder truck for the last twenty years, and recent fires, such as those in the Dearborn and Thorne buildings, showed a heavy loss of goods which might not have been necessary if there had been an efficient truck. The lack of apparatus was a hardship, not merely to the insurance companies, but to the merchants and property owners.

Commissioner McLellan spoke of the need of the board, saying that he could buy another truck, similar to that now in use here, if stripped of the ladders, for \$100 in Maine. This type was discredited by fire experts. A start had been made by the introduction of the motor-driven engine, and since the last (Continued on page 2, seventh column)

POLICE COURT
James McMan was in the police court this morning on charge of assaulting City Constable George A. Shaw on December 15. The constable said that he went into the Imperial Oil Company to see two men there concerning a bill. As he entered the yard the defendant rolled a barrel against him. As he proceeded into the office the defendant took hold of him and forcibly ejected him. This was done twice. There was no reason that he knew for the man so acting. The prisoner was informed that he was liable to \$80 for each assault on a constable, but as the case would not be pressed he would be fined \$80 for ordinary assault, which allowed the stand. E. S. Ritchie appeared for the defendant.

In the case against Louis Bloom, for allowing his horse to stray a tree in Adelaide street, Louis Brown and Charles O'Neill, residents of the street, testified. As Bloom was told he was liable to \$50, he burst into tears. He was allowed to go on condition that he would make good the damage.

Charles Williams, a colored man, pleaded guilty to the theft of \$5 from another colored man, Frank Paris, but he said that he did not know how he came to get the money. He was willing to make the money good and was allowed to go on suspended sentence of six months.

The automobile case against a North End woman was dismissed.

JAMES HIGGINS DEAD
The death took place this morning of James Higgins at his late residence in White street. Deceased had been ill for the last three weeks and his death was not unexpected. He leaves his wife, five children, four brothers and two sisters. The brothers are Michael, David and Patrick of this city and Edward of Boston. The sisters are Catherine and Margaret of St. John. Mr. Higgins was a member of the well known firm of W. J. Higgins & Company, Union street, and was for many years identified with the tailoring business in this city. His many friends about the city will regret to hear of his early demise.

Not Badly Damaged
Bordeaux, July 10.—The French liner steamer Lafayette, damaged in collision with another vessel in the Gironde Estuary on Saturday night, probably will sail for New York in three or four days. The Lafayette collided with the Norwegian collier Freda. The plates on the port side of the Lafayette were stove in for a length of sixteen feet, some distance above the water line.

MORE FIENDISH WORK; HOSPITAL SHIP SUNK
Petrograd, July 10.—The Russian hospital ship Vperiole has been sunk in the Black Sea by the loss of seven lives. She was proceeding without escort from Batoum to embark wounded soldiers. The Vperiole was of 870 tons and was constructed in 1898 with accommodations for 120 wounded.

The official Russian statement said the Vperiole was sunk by "an enemy submarine without warning."

FRENCH OFFICERS FIND NEW WAY OF FIGHTING DUEL

Paris, July 10.—(Toronto Globe cable)—In a front line trench two young French officers of aristocratic descent quarrelled. In ordinary circumstances such a matter could have been adjusted only by a duel, but, realizing that in war time their lives belonged to France the officers decided on a "duel" in which the enemy should be the one attacked.

It was agreed that so soon as one had been wounded honor should be considered satisfied. Each man took two bombs, climbed to the parapet and threw the bombs in the German trench. The enemy retaliated and soon one of the officers was slightly wounded in the leg.

ONLY SIX FIND FAULT WITH FRENCH GOVERNMENT

Paris, July 10.—The senate at the last of its session adopted, last evening by a vote of 201 to 6 a resolution of confidence in the government. Similar action was taken by the chamber of deputies a few weeks ago. Among the six who refused to uphold the government were ex-Premier Georges Clemenceau and ex-Foreign Minister Stephen Pichon.

The resolution notes with satisfaction the results achieved by France and her allies in efforts which will assure united action on the front, and "count on the government to take in collaboration with parliament all the measures of organization and action which will hasten victory."

A German Report
Berlin, July 10.—According to a statement given out today by the Overseas News Agency, German warships between July 4 and 6 sank eight trawlers near the English coast.

Fair and Warm
Maritime—Light to moderate southwest and south winds, fair and warm today and on Tuesday.
New England—Partly cloudy tonight and Tuesday; probably showers; moderate shifting winds.

WEATHER BULLETIN

Issued by Anthony of the Department of Marine and Fisheries, R. F. Stupart, director of meteorological service.

Synopsis—The weather during Sunday was fine and warm throughout the domain.

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