

War News.

CRITICAL SITUATION.

The Germans Attempting Great Flank Movements on Left Wing of Allies and Right Wing Near Basle --- Reported Russian Defeat---Stubborn Fight of British Troops Last Week --- Casualties 6000 --- German Cruiser Leipsic Captured.

Special to Evening Telegram.

LONDON, Aug. 30. After four days of desperate fighting, the British Fifth Cavalry Brigade fought in brilliant fashion with the German Cavalry. In the course of which the 12th Lancers and Royal Scots Greys routed the enemy, and put a large number to flight. It must be remembered that through out, the general operations in France are vast, and that we are only on one wing. On the whole field of battle the strategic positions of our arms in France probably would be fatal to the enemy, continuance of resistance by the Anglo-French armies upon such a scale as to keep in closest grip with the enemy's best troops, can, if prolonged, lead only to conclusion.

LEIPSIK CAPTURED.

VANCOUVER, Aug. 30. The British cruiser Rainbow, assisted by the French cruiser Montcalm, has captured the German cruiser Leipsic, after a two hours' battle. The victorious cruisers are bringing the German ship to Esquimaut.

DUKE AT HALIFAX.

HALIFAX, Aug. 30. His Royal Highness the Duke of Cornwall, arrived here to-night on a military inspection.

TREMENDOUS BATTLE ALONG THE VISTULA.

LONDON, Aug. 30. An engagement of tremendous importance between Russian and Austrian forces is being fought along the course of the Vistula River, according to an official statement at St. Petersburg. The Russians claim successes, stating that they have captured several thousand prisoners, and that the Austrians lost three thousand men in one engagement.

ALLIES WILL ULTIMATELY WIN.

LONDON, Aug. 30. Field Marshal Methuen, speaking at Devizes last night, declared the Emperor would find that Germany would get her wings clipped. It might be a long and terrible struggle, but the allies would win in the end. Any reliable man who refused to come forward when the country needed him, was nothing but a coward, the speaker said.

PARIS PREPARING.

PARIS, Aug. 30. It is officially announced that the military Governor has ordered all residents within the zone of action of the city's defending forces to evacuate and destroy their houses within four days from to-day.

INDISMISSIBLE BATTLES.

PARIS, Aug. 30. An announcement made by the War Office says: "In Lorraine our forces have advanced. We occupy a line along the Mortenne and our right wing is pushing forward. There is no news from the Meuse. A violent battle occurred yesterday (Saturday) in the region of Lanney near Lille. Some L'Abbaye and Chateau Porcien, but the result has not been decisive. The attack will be resumed to-morrow."

A CRITICAL SITUATION.

LONDON, Aug. 30. The French and British armies are gathering every man and gun available in North Western France in an attempt to stop the German advance on the road to Paris. It is also said General Joffre will endeavor to strike at the German right and bring relief to the British and French forces which have been placed in such a grave and critical situation by the German outflanking movement.

GERMANS ADVANCE.

LONDON, Aug. 30. A despatch to the Times from Amiens, France, says that since Monday morning last the German advance has been one of almost incredible rapidity. The Germans never giving the retreating British a moment's rest. The first great German effort has succeeded, says the correspondent. "We have the fact that the British expeditionary force requires immediate and immense reinforcements. The investment of Paris cannot be banished from the field of possibility."

CANADIAN CONTINGENT HELD AT QUEBEC.

QUEBEC, Aug. 30. The Princess Patricia Canadian Light Infantry which sailed from Montreal on Friday on the Megantic, were landed at Quebec this morning, by orders from the War Office. It is thought some German cruisers may have escaped into the North Atlantic after the naval battle in the North Sea, and until these are rounded up the Admiralty considers it would be unwise for the troops to set sail.

NOTICE TO SHIPOWNERS.

We have just received a complete stock of

Nautical Instruments

of the latest and most up-to-date styles, as follows:

Kelvin's Standard Binnacles and Compasses, Wheelhouse Binnacles and Compasses, Fittings for Kelvin's Sounding Machines, Kelvin's Asmuth Mirrors, Kelvin's Compass Cards, 8 and 10 inches; Hurricane Binnacle Lamps, Sextants of all grades, Walker's Taffrail Logs, Lines and Rotators, Morse Signal Lamps, Heath & Co's. Compass Correctors, Binoculars, Barometers, Thermometers of all kinds, Megaphones, suitable for ships; Spirit Compasses, Telegram Dials and Chains, Magnets for adjusting Compasses, all sizes; Saloon and Engine Room Clocks.

COMPASSES ADJUSTED IN IRON & OTHER SHIPS.

Joseph Roper.

N. B.—Steamboats calling to any port in Newfoundland, by telegraphing the make of instrument, we can send them complete or any piece that may be broken.



New Suitings New Spring Coatings

Now is the time for your Spring Order. Latest designs in fabrics, a distinctiveness in style and a pleased customer—all in the "Mauder" make.

Samples and measuring cards on application.

John Mauder
TAILOR & CLOTHIER
ST. JOHN'S, N.F.

J. I. ST. JOHN.

Don't Worry About Prices of PROVISIONS!

We have a little lot of Three Thousand Bbls. of Flour to arrive shortly, with Beef, Pork, Jowls and Good Irish Butter; also One Hundred Half Chests Tea, amongst which is a goodly share of our well known

ECLIPSE BRAND at 40c. lb.

J. I. ST. JOHN,

Duckworth St. and LeMarchant Road.

The Elite Tonsorial Parlour.

Prescott Street, near Rawlins' Cross.

F. ROBERTS, Proprietor.

Has just installed the very latest appliance in Electric Massage Machine for face and hair. Also we carry a full line of Cigars, Cigarettes, Tobaccos, etc.

OPEN EVERY NIGHT TILL 11 P.M.

MID SHOT and SHELL.

Tasks and Trials of the Workers at Woolwich Arsenal.

Interest in the making of shot and shell and the other munitions of war has lately been aroused in the public mind through the strike of workers at Woolwich Arsenal.

The establishment of the Arsenal dates back more than 300 years, when Queen Elizabeth had a store of arms and armour at the Tower House, a mansion in Woolwich Warren, adjoining the then boggy marshes of Plumstead. But it was not till the seventeenth century that guns were cast, carriages constructed, and powder stored at Woolwich.

The Arsenal at first covered some 42 acres of ground, now it occupies more than 400 acres. It employs over 12,000 men, and the wages bill for a month exceeds £72,000.

At the Woolwich Arsenal guns of all sizes, every form of military wagon, shot, shell, torpedoes, cartridges, bullets, war-signals, and life-saving rockets, tubes, and fuses are produced.

In addition to the Royal Military Academy—the oldest military school in the kingdom—there is another establishment at Woolwich, the Artillery College, where special training is given to officers of the Royal Artillery, in order to fit them for appointments in the manufacturing departments of the Royal Arsenal.

Shells were first heard of at the Siege of Constantinople, at the close of the fifteenth century. These were made of iron and filled with scrap, which spread on issuing from the gun. These bombs were quite common in the seventeenth century, and a smaller type of bursting shell called hand grenades were also in use.

It was during the Peninsular War that Colonel Shrapnel, of the British Army, invented a shell that would carry a long distance before exploding, and that could be so directed as to explode at a given distance. That was known as the Shrapnel shell, and it is the common type of shell used in the army at the present day.

In the old wars, canister and grape played a great part, but they are rarely heard of now. They were really much the same as what is now known as case shot. They were filled with pieces of metal or bullets for rapid bursting after leaving the gun. Case shot and shrapnel are now the ordinary weapons used against men, and "common" shell is employed in the destruction of buildings and defences.

The common shell is filled with bursting powder which causes a great explosion on striking the object. Such shells have in recent years been filled with lyddite, and the effect at Omdurman was very pronounced. Tons of lyddite—which is supposed to throw out a gas which is fatal to everything within two or three hundred yards—were exploded in the Boer trenches in the early days of the South African War, and the Boers said that it gave them headache!

In the making of all these armour-piercing and man-slaying shells an immense amount of labor and skill is employed. The rough shell is frequently turned out by firms of steel-makers, who contract for thousands of them to the Government, and the finishing and loading of them is completed at Woolwich. The powder is made at the Government factories, and brought to Woolwich in barges.

The largest shells made weigh 350 lbs. These are sufficiently terrible in appearance, although in the American Navy shells weighing 1,100 lbs are used. When one sees the enormous plates that are rolled out for the ships of the Navy, it is hardly conceivable that guns and shells could be made to pierce them. Yet they can be heated like timber walls. That is abundantly proved by the relics of plates which the gunners preserve and photograph as trophies. Strangely enough, it is often the same steel-makers who turn out the armour plates that also make the shells which go through them, and parts of the guns that fire the shot.

Most of the bullets and cartridge-cases for the riflemen are also made at the Woolwich Arsenal. The bullet

factory is quite a large building, and is fitted with a surprising number of machines, each employed in performing some part of the work of forming the little core of nickel and lead.

After the nickel case has been cast it is rolled out into sheets, cut up into strips and smaller parts, formed into a tiny cup, driven thro' a machine which "draws" it, and the point formed by another machine. The lead meantime has been cast and run out like a rope, which is cut off in suitable lengths, and each of these is pointed to fit the case. Then case and lead are brought together and the lead inserted in the nickel.

A machine half closes the nickel over the core, and it passes to another, which gives the point its final form. Another closes up the end of the bullet firmly, and then a ridge is made round it, so that the brass of the cartridge may be interlocked in it by a simple pressure. Altogether a dozen different machines are required to make a rifle bullet of the ordinary type.

The work of making the brass cartridge-cases is somewhat similar to the forming of a nickel case for a little cup. Then it is driven through a hole in a machine about the size desired, a plunger forcing it down. This has the effect of "drawing" the metal out to a thinner state, and this drawing goes on till the desired length and thickness is attained.

The workshops at Woolwich Arsenal are fitted with machinery of the best and most modern type, and great quantities of all kinds of warlike stores are collected, ready to be issued to either the Army or the Navy, should such an unfortunate contingency arise. As Mr. Will Crooks, M.P., said when addressing the men on strike, "Woolwich is the pick of the industrial world."

It is on these men that the Empire relies to keep it supplied with the implements that strike terror and death into the heart of the enemy.

Where Responsibility Lies.

No matter how large, or how small, a business may be, nobody can deny that its Office is the nerve centre of the firm. Every transaction, important or trivial, must be recorded at the Office. An order is received at the Office, its history is recorded at the Office, and finally payment is received at the Office. If the Office makes an error the firm stands the loss. That's why you must be sure that your office is modern and equipped for the care of all important papers. To do this effectively you need the up-to-date equipment of the "GLOBE-WERNICKE CO." With sixty offices in St. John's have found this necessity this equipment can surely be of use to you. Mr. Percie Johnson represents this world known firm in Newfoundland. a1714

Boy Scouts.

Recognition By the Government—200,000 For Official Duty.

(Daily Mail.)

The Boy Scouts' Association has received authority to announce that the uniform of the Boy Scouts ("B.P." hat or Sea Scout cap and fleur-de-lis badge essential) is recognized by the Government as the uniform of a public service, non-military body. Boy Scouts or men in sympathy with Scout ideals who are unable to enlist in the Regular Army, Territorials, or Navy, are invited to communicate with the Scouts' Friendly Society, 114 Victoria-street, Westminster. Women are eligible as honorary members.

Headquarters wish it to be known that it is most important that no officer or Scout should carry arms. They should be careful to take their instructions from the authorities they are assisting, and should not indulge in indiscriminate spy-hunting.

What the Scouts Can Do. There are 200,000 Boy Scouts. They are fully organized, ready, and competent for many services that will release thousands of grown men for sterner duties. The non-combatant array of young chivalry is of immense assistance to the military, civil, and coastguard forces.

This is what the Boy Scouts are doing already or are prepared to do:—

Handing out notices to inhabitants and other services connected with billeting, commandeering, warping, etc.

Serving as despatch-riders, signalers, etc.

Guarding and patrolling bridges, culverts, telegraph and telephone lines.

Collecting information as to supplies, transport, etc.

Carrying out organized public relief measures.

Helping families of men employed in defence duties or sick and wounded.

Establishing first aid, dressing, or nursing stations, refuges, dispensaries, soup kitchens, etc., in their club rooms.

Acting as guides.

Picking up and forwarding despatches dropped by air craft.

Assisting coastguards as sea scouts.

Duty On the East Coast.

The Boy Scouts are working on a

Struck an Iceberg

S. S. FLORISTON IS WRECKED IN STRAITS OF BELLE ISLE.

The S. S. Floriston, Capt. J. Donnelly, bound from Montreal to Avonmouth, England, with a large cargo of wheat, struck an iceberg going through the Belle Isle Straits. The ship is now ashore filling with water and likely to become a total wreck.

Saturday evening, Deputy Minister of Customs, Lefebvre, received the accompanying messages from the Sub-Collector at Port Saunders:—"Steamer ashore one mile west of Kepple Island. Believed to be British with cargo. Boat from ship just left here for King's Cove. Water smooth; will likely float at high tide."

Ship referred to in previous message struck iceberg in the Straits and was forced to run ashore. Her name is the Floriston, of Newcastle-on-Tyne, from Montreal to Avonmouth, England—wheat laden; will probably become a total wreck.

Yesterday Mr. LeMessurier was wired by the Week Commission as follows:—"Floriston" hard aground; forepeak and No. 1 hold full of water; Nos. 2, 3, 4 and 5 dry; water smooth at present. Cargo, 180,000 bushels of grain. Everything orderly."

Messages of a similar character as the foregoing were received in the city by Messrs. Bowring Bros., Ltd., Mr. Tasker Cook and others.

The Floriston is fifteen years old and was built by Roper and Son, Stockton, for R. Chapman and Son, her present owners. She is 3,429 tons gross and 2,236 net.

county basis, reporting to the chief constable of each county or to the local section of the British Red Cross Society. In Kent, Scouts are already watching all the trunk lines of telegraph and telephone between London and the coast to prevent tapping and cutting. In emergency of any sort the association can arrange within a few hours relays of cyclists and runners who could average ten miles an hour across open country. All the east coast is being watched by them in supplementary assistance to and in conjunction with the Admiralty and coastguards.

The Scout movement, as everyone knows, is voluntary and has been self-supporting. The organization has had to feed all the Scouts who are actively helping. It is to be hoped that this expense will be borne by the country they are serving, so well.

NOTICE.

THE STEAMER



Portia

Will leave the wharf of

Bowring Bros., Ltd.,

on

Wednesday, Sept. 2nd,

at 10 a.m., calling at the following

places.

Cape Boyle, Ferryland, Fermeuse, Trepassay, St. Mary's, Salmon, Placentia, Marystown, Burn, St. Lawrence, L'Amalige, Fortune, Grand Bank, Belleoram, St. Jacques, Harbor Breton, Pass Island, Hermitage, Gaultois, Pishthorough, Richard's Harbor, Francois, Cape La Hune, Rameau, Burgeo, Rose Blanche, Channel, Bay of Islands, Bonne Bay.

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