

# Big Offensive Held Up GERMAN STORMING BATTALION WIPED OUT BY ARTILLERY!

## French, Though Outnumbered, Drive Back Enemy and Make Important Captures. Up to Yesterday Huns Lose Three Hundred Thousand Men.

**GERMAN ATTEMPT FRUSTRATED.**  
With the French Army in France, April 1—A daring attempt to cross the Oise to-day and form a bridgehead, permitting of future advances, was easily frustrated by the French. One of the famous storm battalions succeeded in getting over near Chantilly, but never returned. It was almost entirely annihilated. There remained only about 100 unwounded men, whom the French took prisoners. Nearly all the bridges crossing the Oise had been destroyed, and the French held strong positions on the southern bank, while all possible fords were covered by artillery. More to the north in the region of Moreuil the Germans for the moment at least appear to have renounced their general attacks and resorted to local operations. Two of these were extremely violent between Marolles and the Somme. They came against the sternest resistance from the French, who repulsed them after very severe fighting. Other attacks occurred on the right bank of the Somme about the same period of the day and those met with failure. Sanguinary engagements, in which the combatants again came to close fighting in individual combats, took place about the Lassigny sector. Here the French artillery caught the advance German columns under a tempest of shells which drove them back, but only after they had been strewn with hundreds of bodies. At Plémont two German divisions which had received strict orders to execute an advance without halt, found themselves confronted by a French division which would not give way before the fury of the German waves. For a moment the French were forced back, but took heart, and came at the enemy again with such a rush that the Germans were driven from the heights, leaving 700 prisoners, including 20 officers, in the hands of the French. At no period of the war has the fighting been so fierce. The Germans intended at any cost to reach and destroy the railway communication at Amiens connecting the north and the south. Today, the eleventh day of the battle, they find before them a solid wall of Allied troops, which daily is becoming firmer as artillery is advancing from all directions to support the infantry which has stood the enemy shock up to the present. A word must be said for the Allies' aviators who from the beginning of the battle have worked incessantly, taking the place of cavalry for reconnaissances, and often descending to an altitude of 500 feet or less to attack with machine guns the advancing infantry.

It is crowned by the remains of an old castle which overlooks Noyon from the southwest. Our artillery which is now beginning to arrive on the fields of the Somme, Arras, Lassigny and Mont Didier in strength is beginning to oppose an effective barrier to the German mass attacks. Hitherto as the battle shifted north we, like the Germans, had been obliged to fight with the support of our field guns only. Now the six inch and heavier pieces are arriving and wrecking terrible havoc among the enemy's attacking columns who have no means of protection against shells of these calibres. Describing Friday's battle in this sector, eye-witnesses say our infantry fire worked terrible destruction among the Germans who advanced in dense waves during twenty-four hours. The fury of the fighting is indescribable. Aviators who hovered over the field say it looked like a stormy sea in which wave after wave of infuriated men swept up and rolled back in disorder. Villages were taken and retaken again and again. Batteries of 75s were brought into action a few minutes after detrainment at stations on the battlefield. Several times enemy columns advancing to the assault stopped and broke under our rifle and machine gun fire. The commands of officers trying to rally their men could be heard from our lines. The fight for Moreuil lasted a whole day. Our Canadians actually intermingled with their French comrades and fought like lions kept by the Canadians and French and twice lost. In the end the khaki and the horizon blue had the best of it and the village, which was the nearest point the enemy reached on the way to Amiens and the point particularly coveted by the German staff, remains in our hands. At Plémont a single French division in a furious charge, broke the resistance of two German divisions, capturing the whole of the important positions and taking prisoners several hundred Germans. Illustrating the severity of the German losses the following details are communicated: During the first day many German divisions were withdrawn on account of their losses; among others were the 35th, 13th, 47th, 5th Guard division, and 711th Chasseur division. In several cases divisions asked to be relieved and were informed their request would not be granted. The 40th division is known to have suffered very badly. The 45th Reserve division, having lost half of its effectives on the field, was relieved on March 22 and re-engaged on March 27.

**ANOTHER GERMAN PRINCE KILLED.**  
**AMSTERDAM, April 1.**  
Prince Enrich Ernest, elder son of Prince Enrich of Leiningen, has been killed, leading a storming battalion of Grenadiers, according to the Lokal Anzeiger of Berlin. He was 22 years old and unmarried.

**TORPEDOED AND SUNK.**  
**LONDON, April 1.**  
The British armed boarding steamer Tithonus was torpedoed and sunk by a German submarine on March 28th, according to an official statement issued by the Admiralty. One officer and three naval ratings were lost.

**ADVANCE ALONG EUFRATES.**  
**LONDON, April 1.**  
(Official) On the Euphrates our pursuing troops have advanced 75 miles beyond Amas and have captured a few more Germans and two ten point five centimetre guns.

**THE POPE'S SYMPATHY.**  
**PARIS, April 1.**  
Cardinal Amette, Archbishop of Paris, yesterday received the following telegram from Rome: The Holy Father deplores the fact that the bloody conflict which has already caused so much suffering has again on the very day of the Saviour's passion found more innocent victims, who are still dear to his heart owing to their faith and piety expresses his deep sympathy. He sends the apostolic blessing to all the faithful in Paris and desires to know if it is necessary to send material aid to the families in mourning.

**FIRST ONRUSH STEMMED.**  
**LONDON, April 1.**  
The belief is held that the first onrush of the enemy has been stemmed. He is engaged in the process of consolidating his positions and bringing up heavy artillery, and it is expected that when this work has been completed another big blow will be delivered with all the energy which he still has. With strong reinforcements on the ground and with coordination of command, the hope is expressed here that the Allied line will prove impregnable and that the Germans will dash themselves against it in vain. All the newspapers are occupied with the new manoeuvre proposals and America's expected participation in the fighting. The Standard advises the generals to think "in the offensive." It says their forces are ample to regain the initiative after the present German effort is frustrated. By calling up all men of mil-

itary age and raising the age limit England can have an additional million men by autumn, it says, and adds, "With the gathering forces of the United States there should be no less than two million new troops available for warfare in the autumn."

**FRENCH ESTIMATE.**  
**WASHINGTON, April 1.**  
A French official estimate of the German losses in the great battle on the west front puts their total casualties at between 275,000 and 300,000 men. The Germans are sending most of their wounded to Belgium, it is declared, to conceal from the German people their heavy sacrifices.

**FRENCH OFFICIAL.**  
**PARIS, April 1. (Official.)**  
The battle was maintained along the whole front north of Mont Didier where the enemy artillery was particularly active. The enemy carried out new attacks against Grivesnes, all of which were repulsed with heavy losses. In the course of spirited engagements the Franco-British troops made appreciable progress at various points between the Somme and Demuin. On March 29 and 30th our aviators despite rain and mist carried out numerous sorties. Five thousand kilograms of explosives were dropped on enemy cantonments and stations in the region of St. Quentin, Guisard and Roye. Our aeroplanes attacked with machine guns and bombs enemy concentrations which they deserted. Nine German aeroplanes and one balloon were destroyed by our pilots. Italian bombing machines took an active part in these operations and recently carried out with splendid audacity numerous raids on the enemy lines.

**The Railway Passengers Assurance Company, the oldest Accident Company in the world, with combined Assets of £27,000,000, is, notwithstanding its heavy losses in the recent disaster, still writing all classes of Accident Insurance. Ask for Prospectus. HENRY C. DONNELLY, General Agent for Nfld., Board of Trade Building, mar7, eod, im**

### 'Florizel' Inquiry.

(Monday's Proceedings.)  
Frederick Cornick, sworn and examined by Mr. Dunfield, is a clerk in the employ of Harvey & Co.'s Shipping Office. (List of passengers here submitted.) I checked the names of the passengers for vaccination purposes with Dr. Campbell. I saw all the passengers go on board with the exception of Mr. Munn, who came on board some time after.

Cyril W. G. Tessier, sworn and examined by Mr. Dunfield, said: Before breakfast I was told by one of our men that the Florizel was on shore. Later I went to my office. I knew the Hawk was in the harbor loaded to go to Harbor Grace. I told Tobin to take a sloop and get Capt. Simonsen and tell him to phone me immediately. I represent the Nfld. Shipping Co. in St. John's. I said to tell Simonsen if you cannot get me on the phone you will meet me between the Cross Roads and the office. Mr. Foley of Bowring's Coastal Office phoned me and asked if the Hawk was in the harbor. I said I gave Capt. Simonsen orders to proceed to the wreck of the Florizel. Mr. Foley drove into my house and I drove out with him. We met Simonsen. I told him to sail as quickly as possible. We arranged to go to Bowring's and get what was necessary. I then sent the second horse back with the chief engineer. Mr. Croble came down. That was about 10.30. Mr. Croble said the Government had taken over the Hawk and that Capt. Kean was to be in charge. I instructed Capt. Simonsen to take orders from Capt. Kean. I phoned Commander MacDermott. He said he would send all the men we wanted. Bowring's launch was then at the wharf waiting for some men who were going to remove part of the coal from the Hawk. Mr. Croble was the tug to the Southside to bring over the Hawk. The Hawk came over and we started to discharge coal. Capt. Simonsen could have gone as he was, as we could have fired the coal overboard while going up the shore. Chas. Popo and others volunteered to go in the Hawk. About 12.30 Mr. Croble came in Bowring's Coastal Office. He said, "Stoy working the Hawk she is not wanted now," or words to that effect. I asked Mr. Croble if the news was as bad as it was reported to be. He said he received a message saying that all were gone. No use now. On discussing the matter with Capt. Simonsen we decided to send the Hawk. But I went over to the Anglo-American Telegraph Co. and telegraphed the operator at Cappahayden. His reply to my message was that the Hawk was not wanted. I went to Bowring's immediately and asked some of the men to assist in getting out further quantities of coal. About 2.15 I phoned Mr. Eric Bowring and told him of the message I received. He said to send the Hawk as quick as possible. I next phoned Mr. Croble and told him the contents of my message and also stated if he wished he could send Capt. A. Kean and Capt. W. Kean. After phoning Capt. A. Kean he replied that owing to the illness of Mrs. Kean caused by the loss of her son, Capt. A. Kean was unable to go, and that Capt. W. Kean had gone out. We sent the Hawk at 3.45 p.m. The Naval Reservists came down in the meantime. The Hawk was delayed at the wharf for about ten minutes owing to three stowaways. When Mr. Croble received the message he just said that all was lost. I don't rely on such messages as I have had considerable experience in dealing with such wrecks. The Hawk was ready to sail early in the morning, that is as she stood. To fit the ship out it took some time, and when completed she could have left about 1 o'clock.

To Mr. Gibbs—The Hawk could be equipped for sea in an hour and a half. She could have got away before, providing it was safe to send her without taking the coal.

John W. Costello, sworn and examined by Mr. Dunfield, said: I am keeper of the lighthouse at Ferryland Head. I am about 12 or 13 years in charge. We are only supposed to log the wind and the general appearance of the weather. We are not supposed

to note the tides. When there is a strong tide you can notice it passing the Head. Mr. Stone, Minister of Marine and Fisheries, asked me for a statement of ice and weather conditions for the two days before the wreck. We only take the wind when we light the light. The other observations contained in the statement were taken from memory. I noticed quite a lot of sloop ice in every direction. At nightfall I noticed that strings of ice as they pressed on the shore were moving down to the N. E. or eastward. We just got the wind by the bearing of the shore. At sunset on Saturday, Feb. 23, the wind was S. S. W. About 11 o'clock I thought the wind would be about S. E., a moderate gale of wind; it was a smart gale. About 2 o'clock or 2.30 the wind was about S. S. E. It was much heavier than at 11 o'clock. I was awake at the time. I remarked to my family that it was a heavy storm. Just before dawn it was hauling more southerly and it was lightening up a bit about 4.30 or 5 o'clock. The weather was thick with wet snow and rain. The sloop lay off the shore and away south on Saturday evening. It is not the usual thing for the sloop to tail away to the eastward. It usually runs to the southward.

To Mr. Gibbs—Keep a log for the wind and the general state of the weather. We have no compass. I can see to Cape Ballard on one side and to Petty Hr. Motion on the outside of Ferryland Head. Cape Ballard is about 15 miles and Petty Hr. Motion about 25 or 30. The light is down in the Year Book which visits 15 miles under fair weather conditions. I remarked the tide setting N. E. very strong since the Florizel disaster. It was Good Friday that it was running very strong. There was no ice. I judge it from the "rip" of the tide on the water. The wind was about N. W. The eastern tide was stronger on the top of the water. The western tide generally runs deeper.

To Commander MacDermott—The general tide on the beach generally runs very strong S. W. all day. It would be the same off shore as in shore. At low water by the shore the S. W. tide would slack a little.

To Mr. Gibbs—I noticed the tide running strong for two hours at the Hare's Ears. Under good atmospheric conditions I can see Bay Bulls' light on a dark clear night. I can see Cape Race when it flashes in over the land on a dark clear night. Bear Cove Head is about 5 or 6 miles away. If the weather is obscure you cannot see it. About 3 years ago the Cacouna ran ashore right under the light. It was a very dark and foggy night. There was no fog horn at Ferryland Head. Her head pointed about S. W. when she sunk. The Hawk was under way when the Cacouna went ashore at Small Point, about 2 miles this side of Cape Ballard. It was a calm and foggy night when the Cacouna went ashore.

Thomas Lumsden, recalled, and on being further examined by Mr. Dunfield gave a technical description of certain vital parts of the engine.

To Mr. Warren—The water was up to my knees when I left the engine room. It was the last to leave the engine room. I cannot tell why the engines only made 69 instead of 75 revolutions, excepting it must be the weather.

Martin Dalton, Captain S. S. Fogota, sworn and examined by Mr. Dunfield: I am 27 years of age. I belong to Cool's Island. I have not got a certificate. I have 11 years experience and 4 as master. I have been 7 years in steamers. I have been on the Clyde, Susu, Sagona and Fogota, one as sailor, 3 years mate and 4 years master. I have travelled very little up to Cape Race, about 10 or 12 voyages when going to Sydney or Halifax. The evening and morning on going to the Florizel I noticed an unusual current. When we left the Home, on the Hawk, to go into the shore we were carried about half a mile out of our course by the current. I was not navigating the ship. The current was about 2 or 3 knots. On Monday morning it was stronger to the north. I never observed those conditions before. We got within 40 or 50 yards of the Florizel when we heard some one on board say that about 40 were alive. Capt. Perry was the first to reach the Florizel and took the two ladies on board. I made 5 trips to the wreck and the 6th time my dory was upset; that is all I can remember about the rescue work.

To Commander MacDermott: The Hawk got within 80 yards of the Florizel. There was about 5 fathom of water. She was anchored and had full steam up.

To Mr. Gibbs: The Florizel was headed towards the land. I don't know how many people were rescued by my boat. Our boat capsized. She tipped right over on her end. We had a pretty hard time. I was in the water long enough to drown. I did not have any life belt on. I don't remember being rescued. I am suffering yet from the effects of injuries received at the wreck. Ralph and Whelan where the Reservists that were in the boat with me. It is a dark coast with scarcely a light and very high land. The Ferryland light is of very little assistance. The Bear Cove light is of better use to men working in the woods than for men on the sea. It is, in my opinion, a nuisance.

William Dooley, sworn and examined by Mr. Dunfield: I am 34 years of age. I am a native of St. John's. I was a sailor on board the Florizel. I was on my 1st watch, at 8 to 12, and my second from 4 to 8 in the morning. I was 2 hours on the lookout and 2 hours stand-by from 8 to 12. The conditions of the weather were nothing unusual up to 12 o'clock. The sea gradually increased. You could see about a mile at 3.30. I was standing



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watch on the starboard side. I could see Bay Bulls light at that time. I took 3 soundings between 8 and 12. At 8.30 I took the first sounding. Seaman Gover was with me also 3rd Officer Jackman. The next was taken at 10.30, Molloy and 3rd Mate Jackman was with me. I did not notice what bottom we got. The third sounding was 11.55; Molloy, Mr. Jackman and myself took it. I don't know what depth we got. I went on again at 4 o'clock. It was very dull and hazy. The wind was blowing a pretty stiff breeze, a moderate gale and a heavy sea. I have seen it heavier. There was a very heavy haze. She was going through heavy slish during my first watch. About 4.15 Seaman Gover and I put out the log. It was out about a quarter of an hour. It was the Captain's orders the log was put out. The ship struck as we were taking in the log. We did not have time to read the log dial. We put the lead out. It was by mistake, as it turned out to be. It is a little uncommon to cast a lead without a tube but it has been done before. I read the dial and got 90 fathoms of wire. I saw it slacken. I am sure we got bottom.

To Mr. Gibbs: When the ship struck I went forward to get the Captain's orders. The Quartermaster gave me a knife to cut the covering off the boat. The sea came and took the boat away. The boat, Michael Power, seaman Gover and Molloy and the carpenter came with me. Capt. Joe Kean came along, his log was broken. Captain Martin and I assisted him to the bridge. I then went to the wheel house. I stayed there till the sea took the weather side away. There was no one there that I knew were carried away then. After the wheel house went and those who were on it I got to the fiddle. There was no one in it then. There was about 30 in the Marconi room when I got there. The Captain was on the fiddle. I volunteered to go with the Captain and take a line ashore. He took off his boots and some of his wearing apparel and I did the same. One of the survivors gave me a life belt. We left to go forward to get a line. We could not get a line. As all was submerged, we had to abandon the attempt to get ashore with a line. He said on return of the tide the sea would not be so high and we intended to make an attempt. There was something unusual about the sea at the time. We went to the others sleeping apartments. We had to abandon the attempt owing to the strangeness of the sea. I was prepared to follow the Captain as I put my trust in him. I was here adjusted till this afternoon.

**Hr. Grace Notes.**  
The funeral of the late Mrs. Andrew Parsons will take place from the railway station this afternoon, on arrival of the train. Much sympathy is expressed for the family by their many friends here.

An impromptu concert and dance takes place in the Academy Hall tomorrow (Tuesday) night. All the proceeds will be devoted to the W.P.A.

Mr. and Mrs. John G. Munn and Mr. Norman Munn, jr., are in town on a visit to Mr. Norman Munn, sr., who we regret to hear is very seriously ill. The a.s. Sagamore is now on dock undergoing repairs. The work is being done by the shipbuilding staff.

Our citizens regret to hear that Dr. Strapp's injuries received by a fall a few days ago, are more serious than at first thought. The doctor is under treatment at the General Hospital, St. John's. All are hoping for favorable news soon.

Mr. Lee's saw-mill on LeMarchant Street is running at full pressure. The coopeage in the same building is growing and we hear several more expert coopers will soon be employed.

—COR.

Harbor Grace, April 1, 1918.

**Stafford's Drug Store, Theatre Hill, is open every night till 9.30.—feb23,tf**

**STREVE GERMAN ASSAULT RE- PULSED.**  
**LONDON, April 1.**  
Telegraphing from French headquarters to-day, Reuter's correspondent says: The repulse of the German assault yesterday between Lassigny and Mont Didier was the severest that the enemy has suffered since the beginning of the offensive. The attack was conducted in familiar manner, some aggregations marched up to the assault by battalions and literally melted under the fire of the French. Moreuil in the battle zone, British cavalry in a brilliant counter-attack retook a wood, which had been lost previously. The wood referred to probably is Arrachis, mentioned in the German official.

**BERLIN OFFICIAL.**  
**BERLIN, April 1.**  
German troops have captured the heights north of Moreuil and Arrachis wood on the western bank of the Ave, according to the official report from headquarters to-day. The prisoners have increased to over 75,000.

**WOOD RETAKEN.**  
**LONDON, April 1.**  
Between Moreuil and Hangard, says the war office statement on the situation in the battle zone, British cavalry in a brilliant counter-attack retook a wood, which had been lost previously. The wood referred to probably is Arrachis, mentioned in the German official.

**WHITE STAR LINER TORPEDOED.**  
**LONDON, April 1.**  
The White Star liner Celtic has been struck by a torpedo while on her way from Europe to America.

**BOTHA'S MOTION CARRIED.**  
**LONDON, April 1.**  
(Via Reuter's Ottawa Agency)—The Cape Town Assembly carried by a vote of 83 to 21 General Botha's motion of the 27th inst. The minority consisted of the Nationalists. The Opposition leader expressed a sense of satisfaction, which all parts of the Empire feel, at Premier Botha personally moving the resolution.

**MONT BLANC TO BLAME.**  
**HALIFAX, April 1.**  
Mr. Justice Drysdale gave his decision to-day in the Admiralty Court in the action and counter-action of the Mont Blanc and Imo, which ship claims two million dollars. The Judge found the Mont Blanc solely to blame.

**CAPE RACE, To-day.**  
Wind southwest, light, weather hazy. The schooner reported from here yesterday is a French vessel in distress, and calls for immediate assistance. He is laying about three miles off, vessel apparently all right as far as we can see, but her boats seem to be in use. Bar. 29.35; Ther. 42.

**French Vessel in Need of Assistance.**  
Special to Evening Telegram.

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6 boxes for \$2.50  
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Save the Tags  
Imperial Tobacco Co.

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GHAPE FRUIT.  
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PARSNIPS.  
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50 bags P. E. L. POTATOES.  
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10 cases FRESH LAID EGGS.  
1 brl. FRESH OYSTERS.  
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