



Evening Telegram

W. J. HERDER, - - Proprietor
C. T. JAMES, - - - - Editor

WEDNESDAY, June 12, 1918.

In Bygone Days.

Continuing the press notices of thirty-four years ago, a comprehensive description of the voyage of the barque "Camellia," Captain Harvey, arriving to Messrs. P. & L. Tessler from Turks Island with its given. On this run, "a terribly eventful passage," occurred the deaths, by falling from the main topsail yard on Wednesday, May 7, 1884, of the mate John Boland and seaman Maurice Doyle, the vessel being at that time about 70 miles from Cape Race. The corpses were brought to port and a post mortem was held by Dr. Frederick G. Bunting who deposed before Judge Frowse that the cause of Doyle's death was congestion of the brain, brought about by the fall from the yard. That of Boland was instantaneous as his neck was broken. The former lived twenty-four hours after being removed from the deck and did not recover full consciousness during the period of lying in state. The city was shocked at this terrible accident and the relatives of the deceased received the heart-felt sympathy of the entire community. Capt. Harvey felt very keenly the loss of the two men and suffered from depression of spirits because of the accident.

In the Supreme Court records of that date, May 12, 1884, the proceedings in the case of the Queen versus certain citizens of Harbor Grace in the shooting affray of December 26th, 1883, were opened, the jury sworn to try the case being Daniel Cahill, David Whelan, Charles Hoffman, John Bates, Thomas Carroll, John Walsh, David Barry, William O'Grady, Owen Kean, James Ryan, Christopher Martin, John Walsh. The full Bench at this trial comprised Sir F. B. T. Carter, C.J., Justices Little and Pineson. The Attorney General being Sir W. V. Whiteway.

In the Shipping Intelligence column the arrivals, clearances and loadings are given, and we find that on May 9th the following vessels cleared at the Customs: Magie, for Pernambuco, codfish; Arizona, for Sydney, ballast; Eliza, Sydney, ballast; s.s. Ardahan, Halifax, codfish; Constance, Barbados, codfish, herring and hoops. The entries inwards at the Custom House for May 10th were: Birdie, Halifax, cattle and potatoes; Marie, Vigilante, Fraserville, hay, butter, shingles, potatoes; St. Lucie, Barbados, molasses. Vessels loading for abroad: Racer, Brazil; Lavinia, Brazil; Consuelo, Europe; Lady Ernestine, Europe. The names of all these vessels will be quite familiar to many, who remember them as forming part of the great fleet of Newfoundland's foreign going craft for at that period Newfoundland vessels and seamen were sailing over the waters of the seven seas, and no better mariners ever walked quarter deck or trod foot rope than the gallant sailors of Terra Nova. And it is the same to this day.

Notes and Comments

The war, says Premier Hughes, literally means life or death to Australia. It does not mean any less to Newfoundland.

When a man loses confidence in himself he makes the vote unanimous.

The unshaken confidence in high Allied circles is shown in the expression of the big leaders, as well as in the fact that since the great German drive began in March, British Consols have risen from 54 to 56½. (Halifax Chronicle.)

We note from an exchange that King George V. has departed from his resolution not to buy any more clothes during the war, and has recently purchased at a cost of \$14.25 a serviceable suit for country wear. Who will dare now go beyond Royalty in the cost of sartorial garments?

The latest advice to the Allies comes from a Dutchman, who has returned to Amsterdam from Germany. It is "to bomb German towns to a standstill" as the Huns are scared stiff by Allied air raids. This authority states that many persons have gone insane and others have taken to

the woods. Therefore let the good work go on.

Sharp attacks on the U. S. Navy for permitting U-boats to sink American ships off the Atlantic coast have been made in the Senate and charges of neglect have been raised against the Navy Department officials. We shudder to think of what would happen in Newfoundland if our Naval Department was similarly criticized.

CAUGHT.

"Did you let him kiss you before you were engaged?"
"Yes, that's how we happen to be engaged—Papa came along."

Naval Funeral.

The remains of the late William H. Percy, R.N., carpenter of H.M.S. Briton, who succumbed to heart trouble at the General Hospital at 11 o'clock Monday morning, were buried with full military honors at the C. of E. cemetery yesterday afternoon. The funeral procession which started from the hospital was as follows:

Firing Party, R.N.R.
C. L. B. Band.
Remains drawn on gun carriage.
Officers and ship's company.
Commander MacDermott.
Royal Naval Reservists.
Citizens, mourners.

The officiating clergyman was the Rev. Henry Uphill, Rector of St. Mary's. Following the committal, the firing party discharged three volleys while a bugler from the Royal Newfoundland Regiment sounded the Last Post. Deceased was a native of Stonehouse, Plymouth, England, and had been stationed here for about two years. He was 57 years of age and joined the Royal Navy on June 1st, 1883, in which he served for twenty years, being retired on the usual pension, July 7th, 1903. From that up till 1914, when by Royal Proclamation he was called to report for duty, he engaged in civil life. Shortly after reporting for duty he was attached to a large warship and served for some time in the "White Sea" and was awarded for his services and a special medal, known to naval men as the "White Sea Medal." On the return of his ship to England he was transferred to H.M.S. Briton, this port. The old sailor was well liked by all on board the Briton, who feel keenly his demise. Left to mourn is a wife and several children in St. John's, to whom the Telegram offers deep sympathy. The funeral arrangements were attended to by Undertaker Gennell, and floral tributes were laid on the coffin by the Captain and officers and ship's company, and a floral cross from the Royal Naval Reserve.

Soldiers Reviewed By Governor.

His Excellency the Governor accompanied by Lt.-Col. Knox-Niven, A. D. C., and Hon. M. P. Cashin, Acting Premier, held a special review of the soldiers now in training at Fort William, yesterday forenoon. The party were received by Lt.-Col. Rendell, Major Montgomerie, Major Carty and Major Paterson. Following the inspection the men were addressed by His Excellency and the Hon. M. P. Cashin. Cheers were then given for the King, His Excellency and Newfoundland, and the parade dismissed.

NOMINATIONS POSTPONED.—Owing to the attendance not being large the proposed nomination of officers of the United Brotherhood of Carpenters which was to take place last night was postponed. Various other matters, however, were dealt with.

GREAT WAR VETERANS' ASSOCIATION OF NFLD

BIG MEETING,

Thursday Night, June 13th,
at 8 o'clock sharp, in the
C. C. C. HALL,
Mechanics' Building.

Only Returned Soldiers and Rejected Volunteers will be in attendance. We want your ideas as to how we should commemorate July 1st.

CORP. STICK (ex-prisoner of war), will repeat his lecture of Friday night last.

SERGT. LOVEYS (exchanged prisoner of war) will tell of the nine months holiday he had in Germany.

Come One! Come All!

"Pandora."

Everything is now in readiness for the production of the opera "Pandora" at the Casino Theatre to-night, the finishing practice touches being given at last night's dress rehearsal. Those who attend, and considering the object of the performance, a full house should greet the rising of the curtain, are assured of a musical treat. The proceeds go to augment the funds of the W. P. A. and Jesuit Camp. There are still a few good seats remaining, tickets for which may be had at the Atlantic Bookstore.

Popular Steward Retires.

The numerous friends of the popular and well known Chief Steward of Bowring Bros. coastal steamer Prospero Mr. Charles Miller, will be sorry to hear that he has resigned his position and in future will remain on the land. Mr. Miller is a man that is personally known to thousands of the travelling public who have all been found in him a courteous and most obliging official.

Hymeneal.

McCORMACK-DOODY.

United in the holy bonds of matrimony, on May 26th, at St. Mary's Church, Cambridge, U. S. A., Miss Margaret McCormack, formerly nurse of this city, to Mr. William Doody, of Bonaville. The bride was assisted by the groom's cousin, Miss A. Fitzgerald, and the groom was supported by Mr. F. Fitzgerald, of Cambridge. After the wedding ceremony the happy couple left for Dorchester, their future home.

We would advise you to see the new assortment of Ladies' Ready-to-Wear Hats, all one price, \$1.95, at W. R. GOOBIE'S, just opp. Post Office, June 11th.

Military Funeral

The funeral of Private Charles Fudge, Burnt Island, Burgeo District, who succumbed to pneumonia following measles, at the Military Hospital, Military Road, yesterday morning, took place this morning from Oke's mortuary parlors to the railway station and was attended by a firing party from the Regiment and a detachment of soldiers as mourners. The remains were placed on board the local train and sent to Placentia where they will be forwarded to his late home by the s.s. Fogota.

McMurdo's Store News

WEDNESDAY, June 12, 1918.
Carnol is esteemed one of the most successful tonics to be had nowadays, combining as it does the extracts of Beef and Cod Liver Oil with malt and the Glycophosphates—nerve-building elements, in a pleasantly flavored elixir. An excellent Spring tonic. Price \$1.00 a bottle.
Palmolive Soap has just come to hand. Little need be said in praise of this Soap which is known so well all over the North American continent. As a toilet soap of moderate price, Palmolive has no superior. Price 25c a cake.

A COSTLY MISTAKE.—As the result of a plug being left out when repairs were being effected, a ship which left here a few days ago had to return to port in a leaky condition. Her cargo of fish will therefore have to be unloaded to see how much of it is damaged.

Supreme Court.

The St. John's Daily Star Publishing Co., Ltd., and William Grimes, John Byrne and Patrick O'Neill—Howley, K.C., for plaintiff, moved for a day and a special jury; Conroy, K.C., for defendants, asked that the motion be enlarged to enable him to give notice for leave to appeal to the Privy Council. It was ordered that the further hearing be postponed until Friday next, the 14th inst.

Harry Brien and Mary Brien, Admrs. of the Estate of the late Richard Brien, deceased—Mr. Fox, for plaintiff, moved for adjournment sine die, pending a settlement between the parties. It was ordered accordingly.

Denis Galway and Charlotte Lindstrom and Henry Lindstrom—On motion of Gibbs, K.C., for plaintiff, and by consent of James J. McGrath for defendant, it was ordered that this case be stricken from the docket. This case was on trial before Mr. Justice Johnson and had been postponed until yesterday morning when it was disposed of as stated above.

Exemption Tribunal.

Out of forty-two applications considered by the Exemption Tribunal yesterday, twenty-four were granted, two were disallowed, six sent to Medical Board, one to Commissioner for report, three were deferred, and six were absent.

The following were granted exemption—(a) 22 Frances Armstrong, 93 Gerald W. Foley, 94 Francis J. Devoreux; under (b) 730 Adolphus King, 692 E. J. Saunders, 355 Daniel McBay, 335 Leo P. McGrath, 324 John Tobin, 83 Richard Thibault; under (c) 116 John T. Nash, 87 Ernest R. Clouston, 327 Walter Garf, 96 Reginald J. Brown; under (d) 214 J. C. Squires, 207 George Squires, 275 Fred Grealey, 47 Jas. A. Dwyer, 282 Thomas Batten, 12 Ernest Williams, 281 William T. Pettin, 212 R. A. Harvey, 326 P. F. Mermer, 323 H. O'Brien, 119 M. F. Fewer.

Fogota's Passengers.

The Fogota reached Placentia yesterday afternoon with the following first class passengers:—

Mrs. E. Mercer, J. H. Small, Miss Small, S. S. Sutton, Miss Sutton, E. Matthews, Pies, Richards, Longley, Tibbo, Hartigan, Keating, Donovan, Baker, Shave, Foley, White, Herrett, Stuckland, Burt, Hodder, S. Lee, Miss J. Noah, J. Hergett, H. Rose, Miss B. Pine, Miss F. J. Baker, C. Andrews, Capt. Barnes, A. E. Edgecombe, Mrs. W. French, Mrs. C. Rowlett, Mrs. R. Moulton, Miss R. Roberts, C. Butler and wife, Mrs. J. Foote, Mrs. Fervor, Mr. Eddy.

C. L. B. Dance.

A very enjoyable dance in aid of the C. L. B. Camp Fund was held at the British Hall, last night. There was a large attendance including representatives of the sister brigades and the Regiment. The battalion band under Capt. Morris, rendered music of the usual high standard. Refreshments were served during the evening.

Six Against One.

HOW AIRMEN CHEATED HUNS OF THEIR PREY.

An airman's single-handed combat with six hostile aviators, whom he succeeded in cheating of their prey, adds another chapter to the fine record of epic deeds established by the British Air Service. The hero of the thrilling exploit, Lieut. P. J. Moloney, was on patrol duty when from out the clouds the enemy machines swooped down upon him and opened fire.

In the first round, Lieut. Moloney received a severe wound, while his control wires were badly cut and several of his flying wires shot away. In spite of these handicaps he attacked four of the enemy aeroplanes, one of which disappeared, another crashing down out of control. Feeling very faint from loss of blood, he then made for our lines through the nearest clouds. Though the fog was very thick, he succeeded in landing his machine undamaged.

On another occasion, when on patrol, he engaged the leader of a hostile formation and drove him down. Though he suffered from engine trouble, he finally succeeded in driving off another enemy scout which had attacked him. The machine's tenacity and pluck were well worthy of the M.C. which he has received.

Other splendid stories of British pluck and determination are related. Second Lieut. J. Local, East Yorkshire Regiment (Special Reserve), though twice blown up immediately before an enemy raid, grasped the situation and organized a party to counter attack and expel the enemy forces. In this he was entirely successful, and sustained no casualties, the enemy fleeing precipitately.

Captain A. F. Freeman, Yeomanry, when his company commander had been killed and his men severely shaken by a heavy enemy attack, took command, though wounded, rallied and re-organized his men, and led them with the utmost dash in the assault. Both officers have been awarded the M.C.—Weekly Mail and Record.

Magistrate's Court.

A collector from the Singer Sewing Machine Co. had a woman from Hagerty Street before the Court this morning for assaulting him on Saturday last. The evidence as given by complainant showed that he called at the home of the defendant on Saturday at dinner time to collect the balance of about \$2 owed on a machine that was purchased on the instalment plan from the Singer Sewing Machine Co., by the defendant. He claimed that the woman disputed the amount and following an argument in which he said "you evidently intend to beat the company," she hit him with the back of her hand in the mouth, holding in her hand at the time a dinner knife. Defendant admitted giving the "knock out blow" but claims in defence that the collector called her a rogue and refused to leave her house when requested. His Honor Judge Morris, after hearing the evidence of both, dismissed the case, and at the same time gave the collector a lecture on manners and how to conduct himself in future.

Hospital Report.

The Visiting Committee of the Newfoundland War Contingent Association reports following progress favorably:—
3057 Pte. Edwin Hudson Bagge, 3897 Pte. Jos. Brushett, 374 Corporal John Caul, 2881 Pte. Chas. Dicks, 2512 Sgt. Herbert Gifford, 142 Sgt. Henry Miffen, 3521 Pte. John Pollett.

Here and There.

Some good reserved seats still remaining for "Pandora," at the Casino, this evening. 112:11

New assortment of Men's African Caps, 56c, at W. R. GOOBIE'S, just opp. Post Office—June 11th.

INTERCESSION DAY.—Sunday, June 30th has been fixed by the Government of Canada as a Day of National humiliation and prayer for the success of the Allies.

CAPLIN STRUCK IN.—Caplin have struck in at Trout River, and several boat loads were secured. This is a good sign, and fish should be plentiful in that vicinity.

STAFFORD'S DRUG STORE, Theatre Hill, is open every night till 9.30—may 20, 11.

REACHED AFRICA.—A message was received in the city yesterday stating that Mr. and Mrs. Llewellyn Jones had arrived at their destination Nairobi, British East Africa, on Saturday last, after a very long passage.

If you need a good serviceable Skirt in Black or Blue, \$6.50 to \$8.50, visit W. R. GOOBIE'S, just opp. Post Office—June 11th.

BORN.

On the 11th inst., a daughter to Mr. and Mrs. G. K. Dwyer.

DIED.

This morning, after a protracted illness, Mary, relict of Lawrence Glasco, and eldest daughter of the late Philip Farrel, leaving 4 sons and 3 daughters to mourn their sad loss, passed away peacefully at her late residence, 115 New Gower Street, friends and acquaintances will please accept this, the only, intimation.—R.I.P.

On the 11th inst., at the General Hospital, Michael J. Sutton, a native of County Wexford, Ireland, aged 58 years, leaving 5 sons, three of whom are in the American army and 2 daughters. Funeral on Thursday at 2.15 p.m. from his late residence head of Pleasant Street. New York papers please copy.

To Consumers

of High Grade Tobacco, we desire to call your special attention to

OUR WELCOME NUGGET TOBACCO.

Famous the world over for its rare delicacy and flavor. Shipment just received at

CASH'S Tobacco Store.
Water Street, Agent.

Household Notes.

Use fruit vegetables and potatoes abundantly.

Sugar cookies can be made with wheatmeal flour.

Fresh white fish should be baked with mushrooms.
Scald new brooms in hot suds to toughen the fiber.

Railway Embargo, Its Cause and Effects.

Editor Evening Telegram.

Dear Sir,—Josh Billings tells us "It is highly important, when a man makes up his mind to be a rascal, that he should examine himself closely and see if he ain't better constructed for a phool!"

There are some people who play such a part as to leave the impression upon the mind that they are both "rascals and fools."

Such a character is the man behind the shallow-brained scribbles in the Advocate who have essayed to answer my strictures on the management of the railways.

These letters betray the rascal in so far as they attempt to fasten responsibility for the wretched state in which we now find the country's railway upon shoulders other than those responsible for it.

They betray the fool in that the inspirer of them falls into the pit he dug for another, and that other a man who, as is well known to most people in this country, has been his benefactor and friend for many long years.

I have purposely avoided any reference to the record of the ex-President of the Reid Company in dealing with railway conditions as they now exist.

I have refrained from instituting invidious comparisons between his work and that of those who have succeeded him in the direction of the higher official duties of the Company. My criticisms have been general, and directed solely to conditions as they are. For the almost total collapse of the cross country railway during the past year I have attributed responsibility to the officials in charge.

If comparison of conditions as we find them to-day, with conditions under the preceding management proves to the disadvantage of the present it is not of my making. Nothing that I could say could in the least affect actual conditions. Put those responsible

for the state of the country's transportation facilities to-day should not embark upon a campaign of destruction of ex-President Reid, merely because an impartial and independent observer exposes neglects and abuses of the present. Instead of endeavoring to evade responsibility the management should set to work to improve the conditions which fully justify this criticism.

I am dealing with these matters from the standpoint of the country's rights, and the public interest, and nothing else. This country is entitled to better service from the Reid Newfoundland Company. The service we are getting is not what the Company is bound under its contract to give. For this there are not wholly responsible. The engine Government of the day must share the blame and responsibility equally with the Company for the serious disorganization of our railway transportation and consequent dislocation of trade for the past year.

In the Advocate of the 15th May the instrument of the "hidden hand" of the R. & I. Newfoundland management says: "WAIT TILL THEY GET THE ROLLING STOCK FIXED UP THAT WAS ALLOWED TO GO TO PIECES BY THE FORMER MANAGEMENT."

This is where the "raskal" shows that he is "better constructed for a phool." The inspirer of that statement knows well why the "rolling stock" was "allowed to go to pieces." Therefore he is an egregious fool to have touched upon it, as he will learn before I have finished with the subject of the break down of our railway transportation the past year.

To the uninitiated the remark may convey nothing, but may mislead many to regard the dislocation of railway transportation last winter, and up to the present date, as resulting from neglect or incapacity on the part of the ex-President and his loyal and capable assistants of recent years.

To those, like myself, who know the inside history of the past few years, and the malign influence which politicians on the prowl, and vain, envious and ambitious officials of the Reid Newfoundland Railway have exercised upon the operations of the system, it lays bare the ground work of the whole of the difficulties which have attracted so much attention during the past few months in relation to the internal management of the Reid Newfoundland Company, and the activities of certain politicians in connection therewith.

That the rolling stock was allowed to go to pieces is undeniable. We have indubitable evidence of it daily. That the "rolling stock was going to pieces" was not unknown to the present officials of the road, there is proof on record. That it was not unknown to the Government of this country also, there is undeniable proof on record.

The Government Engineer reported it was going to pieces. His reports to the Government are said to show that it was going to pieces as early as the fall of 1915. His reports are said to have made it clear to the Government that the rolling stock was inadequate, that the motive power was not being kept up to contract specifications, and that what was actually on the road was not being maintained in workable and safe condition.

It is said that the Government Engineer personally warned the ex-Premier, now Baron Morris, that unless a strong stand was taken during 1915 with respect to the maintenance

G. KNOWLING, Limited,

have just received the following:

- 100 cases LIBBY'S EVAPORATED MILK.
- 25 gross NERVILINE.
- 50 cases MILK MACARONI.
- 1 case ITALIAN CITRUS.
- 1 case LEMON PEEL.
- 135 sacks CORN MEAL FEED.
- 80 sacks HOMINY FEED.
- 100 boxes RISING SUN PASTE.
- 50 bags HIGH GRADE SIAM RICE.
- 350 bags BROKEN RICE.
- 50 brls. NEW YORK BONELESS BEEF.
- 10 brls. CHOICEST JOWLS.
- 20 sacks PEA BEANS.
- 20 sacks MARROWFAT PEAS.
- 400 sacks P. E. I. POTATOES.
- 240 sacks FERTILIZER.
- Guaranteed analysis.
- 450 sacks PURINA SCRATCH FEED.
- 50 sacks PURINA CHICK FEED.
- 118 chests JAVA TEA.
- 6 brls. ROYAL BAKING POWDER.
- 3 cases CHRISTIE'S BISCUITS.
- 2 cases KELLOGG'S ASTHMA REMEDY.

For sale at our Usual Low Prices.

G. KNOWLING, Limited,

June 7, 1918.

of the motive power and the rolling stock the country would be faced with serious dislocation of transportation facilities within a few months, as nothing was being done to replace the engines and cars being worn out in the service, nor to maintain an adequate supply of rolling stock for the increasing traffic of the country, as specified under the operating contract.

and good condition. assured the Government Engineer that the subject matter of his reports and his recommendations was being acted upon. But it later transpired that Baron Morris did nothing. His successors have not done anything. The Reid Company did nothing up to the end of the past year. There is some reason for all this. If you, reader, wish to know it, follow me. Some secret history may be disclosed.

Yours truly,
JUN 11, 1918. ARGUS.

When you want Steaks, Chops, Cutlets and Collops, try ELLIS.

GOES AS PURSER—Mr. D. W. Kiely, of the R. N. Co.'s ticket office, goes to the Labrador as purser on the s.s. Neptune, which is scheduled to leave here to-morrow.

J. J. ST. JOHN

Don't forget the best

TEA

to be got in Newfoundland is at our Store, retailing at

60c.
per lb.

Sun Ammonia,
10c. package.

English Breakfast COFFEE,
1 lb. tins.

Eddy's Matches.

J. J. ST. JOHN.

Duckworth Street and LeMarchant Road.

GERMAN 300,000 THE

Australians taking.

WAR REVIEW.

The third day of the German offensive on the front between Mont Meunier and Noyon saw the Germans making progress from the center of the line eastward of the Oise River, but being held back in their attempts to bring their positions abreast of Mont Didier in alignment. Everywhere they were continuing to pay the exorbitant price for the gains they made. Having reached the Oise River, the region of Ribcourt, the enemy was purposeful to try to fight his way along the west bank of the stream, upon must emerge in force upon the lowlands bordering on the front where the troops of General Foch would be in strong array both in men and guns. Although nearly 300,000 men are being employed by the Germans in their efforts to open a way to the French capital, their progress is slow when compared with the progress on other days. Numerous divisions of the attacking French have been cut to pieces by the French, and forced to withdraw from the battle in order to fill the gaps with fresh men. Not an inch of ground has been given up without the exacting by the French of a terrible toll in killed or wounded, and nowhere has the defending line been pierced. The aspect of the salient driven by the Germans is still in the centre, south of the village of Marquies. To the west of this point the Germans at one time almost reached the Aronde River, but were driven back for a considerable distance by the French in a heavy counter attack. The French also are counter attacking southward of Noyon, according to the German official report, which says, however, that renewed efforts of the French to regain lost territory were repulsed with heavy losses. The German war office claims the capture of 10,000 additional prisoners, which with the number of captives reported in previous fighting. Since the new offensive began along the Soissons-Rheims sector on May 27, it is asserted by the German official communication that the army group of the German Crown Prince has taken about 15,000 Allied troops captive. Comparatively quiet still prevails on the front between Soissons and Rheims, although the Germans announce the northwest of Chateau Thierry, where the American marines are fighting side by side with the French, they have several times decisively defeated the enemy and that the Germans have repulsed with heavy losses attacks delivered against their front.

In one of the most ambitious operations carried out in many days, Field Marshal Haig's troops in the Amiens sector have struck the Germans a tasty blow. It was the Australians who carried out the manoeuvre, and they succeeded in advancing their line a half mile over a mile, and a half, and took nearly 300 prisoners, including five officers. In addition, machine guns and a trench mortar were captured.

On the Italian front there has been no infantry fighting of importance, but numerous small affairs between patrol parties continue daily.

PARIS, June 11. (Official.)

The French have struck the Germans a hard blow along a front of about seven and a half miles between Rabescourt and St. Maure, recapturing Belloy, Genlis Wood, and the heights between Courcelles and Montmercy. The official report by the war office says the battle continued to-day from Mont Didier to the Oise. On the left our troops supported by tanks counter attacked this afternoon along a front of twelve kilometres between Rabescourt and St. Maure and despite desperate resistance on the part of the enemy, reached the southern approaches of Le Tretoy, captured the heights between Courcelles and Montmercy and carried our lines more than two kilometres to the east of Merx. We have also retaken Belloy and Genlis Wood and reached the southern outskirts of St. Maure. The enemy who suffered heavy losses, left more than 1,000 prisoners and several guns in our hands. In the centre the Germans, who had succeeded in pushing forward to the south of Loge farm and Lathel, were driven back beyond these two points by our troops acting in concert with adjoining units on the right. The enemy increased his pressure seeking to gain the Matz Valley, but several violent attacks launched against Chevignourt were repulsed. The enemy succeeded in gaining a foothold in Mamecourt and Bethancourt which were bitterly disputed. South of the Ourcq River, the American troops this morning brilliantly cap-