

GERMANS HAVE BEEN SLOWED UP ALONG ENTIRE LINE

Allied Reserves Succeed In Checking German Effort To Widen Their Front On The Marne

FRENCH COUNTER ATTACK WINS SEVERAL VILLAGES AND DRIVES BACK GERMANS ON AINSE-MARNE FRONT

But Further Slight Retirement Has Been Necessary to the Blencourt Line Southwest of the Ailette River — Belief Is That the Great Drive Is Now Definitely Checked and That With Masses of Reserves Coming Into Action a Tremendous Struggle Is About To Take Place Upon the Outcome of Which the Fate of Paris Will Depend.

Special Cable to New York Tribune and St. John Standard. (By Arthur S. Draper).

London, June 2—Will there be a second battle of the Marne? The Germans have been slowed up all along the battle line. Foch's reserves are coming up in great numbers and probably it is they who have held the German advance. Ludendorff is also bringing forward his reserve divisions. If Foch gives battle, the greatest conflict in history is about to be fought. It will decide the fate of Paris.

The most encouraging news since the opening of the Aisne drive on Monday came in the reports of this morning. They told of the Germans being halted in the Marne valley and of the magnificent way in which the wings of the line are being held. The Germans have been unable to advance a yard before Rheims, and on the front before Soissons a French counter-attack won back the towns of Chaudun and Viersey.

Reserves Are Proving Effective.

The holding of the flanks of the wedge which the Germans have driven into the French lines indicates that Foch's reserves are being brought into play and that a strong counter operation may be expected hourly.

The German wedge into the allied lines resembles in outline the peak of a mountain. The German general staff is trying to make the front resemble a saucer. To do this they are making their heaviest onslaughts before Rheims and behind Soissons in a desperate effort to break the allied resistance on the wings. All indications point to an attempt by the enemy to break through the front in the region about Soissons. A break here will effect the Picardy front, widen the Aisne wedge and place the German armies in the region between Paris and Amiens. But the chances of the Germans breaking through at this point are far from good. Ever since the opening of the present drive the enemy has been unable to make any considerable gains on the wings. In fact he has been forced to abandon the towns of Chaudun and Viersey on the front where an advance would be of greatest value to him.

Counter Attack Is Now Needed.

Foch's reserves which have been concentrated in the region about Amiens are being brought to support the sector from Soissons to Noyon. A strong counter-attack on this front, if successful, would enable the Allies to close in on the Germans behind their forces extending to the Marne, and force a hurried retreat or the surrender of an army. To push into a wedge such as the one now formed and then to be unable to spread out or to hold the wings creates a difficult situation.

If the Germans cannot spread—and so far they have been unable to do so because of the gallant defense of Rheims and the ground about Soissons—there must be a slowing up of the drive on the Marne; just as the drive at Hazeubrouck was stopped because of the Germans inability to take Ypres or Givenchy.

Crown Prince May Find Himself in a Corner.

If an allied counter attack on the right and left wings succeeds the army of the Crown Prince will find itself in a death-trap. All means of retreat will have been cut off. The loss of territory which the Allies have sustained is not of much importance. They had it to lose on the Aisne front. They could not afford to fall back even five miles on the channel front. They are back more than twenty-five miles on the Marne front and their line is unbroken. So far the enemy has done nothing more than run out another salient such as he created at the Somme on a day Lys. So long as the enemy can be held from spreading his salient and joining it with that created on the Somme the danger is not so great.

Ludendorff is making a bold effort to reach Paris. He has extended the battlefront to the Oise river so that now it is more than eighty miles in length. The Crown Prince's army has reached the Marne between Chateau Thierry and Dormans, a distance of ten miles. The Marne railway has been cut. The latest news from the front shows that the German line runs from Noyon to Fismes, west of Soissons, then southeast to Chateau Thierry, east along the Marne to Dormans, and thence northeast through Ville-En-Tardenois to Thilloy. There is some doubt about the positions around Rheims. What briefly tells the grave story of the Crown Prince's effort in which he is employing all his reserves, which probably number forty-five divisions.

On his right stands Crown Prince Rupprecht's army, marking time. There is no question but that the German battle cry is "Nach Paris" and that the gigantic battle will be pushed to a decision. The enemy has advanced extremely fast and he is now only about forty-five miles from Paris. As in 1914 the French are again at the Marne and the fate of Paris must be decided soon. In a day of grave anxiety encouragement must be found in the fact that the French are heroically, stubbornly, defending the wings with a calm confidence in their leader Foch with his incomparable record on the Marne in 1914, at Verdun in 1916, on the Somme in 1918. He commands all the allied forces and can use them as he considers wisest. There is no question of one army-defending another. Foch's command is obeyed by everyone.

Two distinct drives are being made toward Paris, the first by Von Boehm and Von Buelow's armies, the former of which reached the Marne, the second in a southwesterly direction toward Compiègne Forest. General Foch reports a withdrawal to the Blencourt-Egany line, which runs approximately five miles southwest of the Ailette river. In four days the Germans have advanced twenty-six miles. Their greatest progress was made on Monday, when they went twelve miles. Chateau Thierry is a highly important center. The Crown Prince, whose front extends from Noyon to the Argonne, has succeeded in widening his flanks, although the French are holding well on the pivotal positions west of Soissons and at Rheims.

Where Will The Next Blow Fall? All of Wilhelm's reserves are engaged, but until Rupprecht's army moves the Allies cannot know whether a second blow will be launched at Amiens or toward the channel ports. Naturally there is a difference of opinion as to whether Ludendorff will give the Crown Prince further assistance or order Rupprecht to strike on another front.

Millan, B. F. Maltby, D. S. Creaghan, P. Russell, G. G. Stothart, A. J. Ritchie, Rev. Charles Squires, Dr. D. R. Hood, W. H. Amy, J. E. T. Lindon and C. E. Fish. Mr. and Mrs. Howard Underhill and Miss Angela Regan spent the holiday in Blackville. Miss Catherine McMillan of Jacques river, spent the weekend with her cousin, Miss Delphine Clarke. Rev. Sister St. Eulalie, superior of the Congregation de Notre Dame Convent at Souris, P. E. I. was guest at St. Mary's Convent, Sunday, enroute to Montreal. Miss Marion Bulmer of Moncton, is visiting Mrs. J. D. MacMillan. Miss L. J. Bell spent the weekend in Amherst. Mr. and Mrs. W. F. Copp visited St. John this week. Ex-Alderman G. C. Hayward was operated upon for throat trouble at Atlantic City, N. J., on Friday. The drawing for the three prizes given by Ernest Hutchinson of Daytown, to the Miramichi Hospital, resulted as follows: 1st prize, gasoline launch, A. McIntosh, Millerton, 2nd, automobile, Miss Margaret McCurdy; 3rd, driving wagon, Allan Travers, Douglasfield.

SUMMER SCHEDULES ON C. G. R. LINES.

Will Go Into Effect on Sunday, June 2 Ocean Limited to Run Daily—Through Trains to Cape Tormentine for P. E. I. Service.

The change of time schedules on the C. G. R. lines on Sunday, June 2nd, affects many of the trains in and out of this city and travellers will do well to get thoroughly posted before commencing a journey next week. There is no change in the morning express No. 18, which will leave at 7:10 a. m. as usual. No. 235, Suburban for Hampton will go on service leaving at 9:00 a. m. and affording an opportunity for those who wish to spend a day in the country. No. 232 Suburban will leave at 12:20 noon as at present. No. 14 will run daily to Moncton, connecting with No. 209 Ocean Limited for Halifax, and except on Sundays will leave Moncton at 4:15 p. m. and run through to Cape Tormentine, connecting with the afternoon trip of the SS. "Prince Edward Island" leaving Tormentine at 7:30 p. m. and connecting with P. E. I. railway trains, arriving at Charlottetown at 11:30 p. m. and Summerside at 11:00 p. m. The time of the Sussex train is unchanged. No. 20 express, in connection with the Maritime Express, will leave at 6:00 (Maritime) 12:15 noon; 333 Suburban, 2:45 p. m.; No. 13 Express (daily) 5:30 p. m.; 335 Suburban, 8:25 p. m.; No. 17 Local Express, 9:30 p. m. Time of arriving trains will be as follows:—No. 9 Express 6:05 a. m.; 331 Suburban, 7:45 a. m.; 22 Sussex, local, 8:55 a. m.; 337 Suburban 11:15 a. m.; 13 Express (Maritime) 12:15 noon; 333 Suburban, 2:45 p. m.; No. 13 Express (daily) 5:30 p. m.; 335 Suburban, 8:25 p. m.; No. 17 Local Express, 9:30 p. m.

GREAT SHEMOGUE

Great Shemogue, May 31—Miss Margaret Amos of Moncton Business College, is spending few weeks with her mother, Mr. Janet Amos. Lieut. and Mrs. Leo Myers and children of Truro, are guests of Mr. and Mrs. David Dobson. Lieut. Myers is home on three weeks' furlough after spending the past three years in France. Mr. Cecil Peacock of Port Elgin, Ontario, is visiting his mother, Mrs. Milton Peacock, on Sunday. Mrs. Charles McDonald and daughter of Sackville, are visiting relatives here. Friends of Mr. William Peacock will be pleased to hear that his condition is somewhat improved. Mrs. A. O'Brien is confined to her home through illness. Special services were held here last week in the Catholic church by Miss Patience LeVall and Joseph of France, the meetings were largely attended. Several of the ladies from here are attending the Red Cross Convention at Mrs. C. A. Chapman's of Little Shemogue, today.

THERE IS NOTHING FOR THE LIVER

SO GOOD AS Milburn's Laxa-Liver Pills

They will remove the flow of bile to act properly on the bowels, and will tone, renovate, and purify the liver, removing every result of liver trouble from the temporary, but disagreeable bilious and sick headaches, to the severest forms of liver complaint. They are small and easy acting, do not grip, weaken or sicken like the old-fashioned, nauseating, griping purgatives. A. Kirk, 53 Yorkville Ave., Toronto, Ont., writes: "I have tried and tested Milburn's Laxa-Liver Pills, and have received good results, for which I am very grateful. I took them for liver trouble. I came out of the hospital on May 3rd, last, after having had a serious operation which might have been fatal had I taken your remedy sooner. I have given some to my sister for biliousness and sick headache, and she has found great relief. My wife who lives in my house has started to take them. I will do my best to recommend them to all my friends."

Price 25c. at all dealers, or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

Chacrose and Vierzy Recaptured in Powerful Thrust and Several Hundred Prisoners Bagged —All Efforts To Force a Crossing of the River Have Failed and Troops Which Tried To Cross Have Been Compelled To Retire.

Paris, June 2—The French official statement says: German forces facing the Allies on the left bank of the Aisne-Marne battlefront have been thrown back upon Croise river and French troops have retaken the villages of Chacrose and Vierzy, south of Soissons, by a series of powerful counter-attacks. The French captured several hundred prisoners. The Germans have so far failed to extend southward their gains on the Marne and all efforts to force a crossing have been repulsed.

Montreal, June 2—A despatch from the French army in France says attempts by the Germans to cross the River Marne met with vigorous resistance and failed. Troops which made the effort retired from the river bank. American troops are now reaching useful positions in the battle area.

Saturday Night's Statement

Paris, June 1—Heavy attacks by the Germans are reported. "The day was marked by a series of powerful attacks by the Germans along the whole front comprised between the Oise and the Marne. Our troops, after alternate advances and withdrawals have given no ground except before forces superior in number, inflicting heavy losses on the enemy. "Between the Oise and the Aisne we withdrew our position to the north of Carlepont Wood and on the heights west of Audignicourt as far as Fontenoy. "All the enemy attempts west and south of Soissons, as far as north of Vierzy, were in vain. "Further to the south the battle has taken on a character of violence on both sides of the Ourcq.

A SUNDAY AIR RAID ON PARIS

Paris, June 2—Enemy airplanes attacked Paris this morning. Several bombs were dropped and a few persons were wounded. The alarm was sounded at 12.08 and the enemy machines were vigorously bombarded. The all clear signal was given at 2.06 a.m.

DOUBLE DAILY SERVICE TO PRINCE EDWARD ISLAND.

All Rail Short Route. Tormentine—Borden and Car Ferry.

With the Summer Time Table in effect June 2nd, there will be a double daily service between the Mainland and Prince Edward Island. Passengers by the Maritime Express from Montreal and the morning expresses from St. John and Halifax will be able to arrive at Charlottetown 7.05 p.m., Summerside, 6.05 p.m., and Tignish 5.35 p.m. By the Ocean Limited from Montreal, the Boston express via St. John, passengers will arrive Summerside at 11.00 p.m. and Charlottetown 11.20 p.m. From the Island by leaving Summerside at 6.30 and Charlottetown at 6.00 a.m., passengers will connect with the Ocean Limited for Montreal, the express for Boston and the Maritime Express for Halifax. By leaving Tignish at 9.30 a.m., Souris 6.45 a.m., Charlottetown 12.50 noon, and Summerside, 1.30 p.m., passengers will connect with the Maritime Express for Montreal.

EXCHANGING BONDS.

"We accept Liberty Bonds at their full value for all goods." Thus reads a placard in the window of a wholesale liquor house. We have often wondered what the height of dampness might be, having tried various things, but there it is: exchanging a Liberty Bond for booze—Detroit Times.

Table with 2 columns: Train Name, Time. Includes Canadian Government Railways, Summer Change of Time, Depart St. John, Arrive St. John.

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ANCHOR-DONALDSON PASSENGER SERVICE BETWEEN MONTREAL and GLASGOW. Apply to Local Agents or ROBERT REFORM CO. LIMITED.

Maritime Steamship Co. Limited. TIME TABLE. On and after June 1st, 1918, a steamer in company leaves St. John every Monday, 7.30 a.m. for Black' Hat.

AND MANAN S. S. CO. On June 1st, and until further notice, a boat of this line will leave Manan, 7 a. m. for St. John.

TRAVELLING? Message Tickets by All Ocean Steamship Lines. M. THOMSON & CO. Limited. Bank Bldg., St. John.

NEEDS LITTLE NUJOL NOW. Nujol soon relieves constipation, making small doses generally sufficient to maintain regular bowel-habits, as in the case of Mr. Dickie, who gratefully writes as follows:— NUJOL LABORATORIES, STANDARD OIL CO. (New Jersey), BAYONNE, N.J. Dear Sirs:— I am pleased to say that your remedy "Nujol" for constipation, has helped me greatly. In fact I have improved so much since I commenced taking it that I need but very small doses now. Yours respectfully, James Dickie. Kirby, Wyoming, Dec. 21, 1916.