

## DURAZZO HARBOR IS CEMETERY FOR AUSTRIAN SHIPS

City Heap of Smoking Ruins  
After Bombardment  
By Allies.

## ATTACKED IN BROAD DAY

American Sub Chasers Found  
Passageway Through Mine-  
field and Guided Destroy-  
ers in.

An Italian Sea Base, on the Lower Adriatic, Oct. 20.—(By The Associated Press).—For the first time in the history of the world American ships have fought in the Adriatic, participating in the attack upon an enemy base of one of the greatest Austrian naval bases. Durazzo, founded by the inhabitants of the island of Corfu over 2,000 years before the discovery of America.

The whole Italian fleet took part in the attack, aided by French and British destroyers, and American submarine chasers.

The expedition started from an Adriatic port at 8 o'clock in the morning and immediately divided into two groups. The larger units sailed northward to take up positions between Cattaro, where the bulk of the Austrian fleet lay, and Durazzo, for the purpose of nipping in the bud any attempt at interference. The remainder of the fleet headed straight for Durazzo. The American chasers and Allied destroyers went ahead in fan-shaped formation, on the lookout for submarines, while the airplanes which accompanied the expedition all the way kept a sharp watch from the air.

At 11 o'clock the Albanian hills were sighted, and shortly afterward the white houses of Durazzo were in sight. Half an hour later the fleet was on the edge of the Austrian mine field. A highly dangerous task was now entrusted to the submarine chasers, namely, to steam ahead and explore and mark safe passage for the larger craft with white flags fixed on small floats. The work was rendered all the more perilous by the heavy sea running.

Throughout the whole operation, fearlessly picking their way between sunken mines, the small vessels kept steadily on their way until they had crossed the whole of the danger zone. Then the remainder of the fleet entered the mine field, following in the track of the chasers.

At this point the Austrian coast batteries opened fire and great sprays of water were caused by the striking shells. The projectiles kept creeping nearer and nearer the American craft, which were unable to manoeuvre owing to the mines. The men stood the test splendidly, and aroused great admiration by their cool and cheerful bearing as they stood at their guns awaiting the order to fire. The order was given to increase speed, and the fleet emerged from the mine fields unscathed. It immediately fell into battle formation and began to bombard the land defenses.

The American chasers and Allied destroyers were ordered to proceed straight into Durazzo harbor and attack two large and three small steamers, two destroyers, one torpedo boat, a number of submarines and a quantity of smaller craft lying within the harbor. One of the large steamers immediately made off to the north, but as it was recognized as a hospital ship it was allowed to proceed. The other steamers were quickly sunk. The torpedo boat, hit early in the action, was run ashore, while the two destroyers tried to sink off hugging the coast line. The submarine chasers and British destroyers headed them off and sent both to the bottom, after a short but lively action. The fire of the Austrian batteries was already slackening when two enemy submarines appeared on the surface and fired two torpedoes, one of which hit a British destroyer without sinking her. This was just what the Americans had been waiting for, and before the subs could do any more mischief, they swooped down on the submarines and sank them both with superb gunnery.

By 12:30 all the shore batteries had been reduced to silence and the whole town was one immense blaze. Signals were sent to the fleet, which had vainly waited two hours for the Austrians to come from Cattaro, that the action was over. Threading their way again through the narrow passage in the mine field, the whole fleet steamed majestically homeward. Behind, the great Austrian sea base was nothing but a heap of smoking ruins, its port a cemetery of sunken ships.

Stood Test Splendidly.

At this point the Austrian coast batteries opened fire and great sprays of water were caused by the striking shells. The projectiles kept creeping nearer and nearer the American craft, which were unable to manoeuvre owing to the mines. The men stood the test splendidly, and aroused great admiration by their cool and cheerful bearing as they stood at their guns awaiting the order to fire. The order was given to increase speed, and the fleet emerged from the mine fields unscathed. It immediately fell into battle formation and began to bombard the land defenses.

The American chasers and Allied destroyers were ordered to proceed straight into Durazzo harbor and attack two large and three small steamers, two destroyers, one torpedo boat, a number of submarines and a quantity of smaller craft lying within the harbor. One of the large steamers immediately made off to the north, but as it was recognized as a hospital ship it was allowed to proceed. The other steamers were quickly sunk. The torpedo boat, hit early in the action, was run ashore, while the two destroyers tried to sink off hugging the coast line. The submarine chasers and British destroyers headed them off and sent both to the bottom, after a short but lively action. The fire of the Austrian batteries was already slackening when two enemy submarines appeared on the surface and fired two torpedoes, one of which hit a British destroyer without sinking her. This was just what the Americans had been waiting for, and before the subs could do any more mischief, they swooped down on the submarines and sank them both with superb gunnery.

By 12:30 all the shore batteries had been reduced to silence and the whole town was one immense blaze. Signals were sent to the fleet, which had vainly waited two hours for the Austrians to come from Cattaro, that the action was over. Threading their way again through the narrow passage in the mine field, the whole fleet steamed majestically homeward. Behind, the great Austrian sea base was nothing but a heap of smoking ruins, its port a cemetery of sunken ships.

**DIED.**

25 St. James street, this Mary Bell, widow of Ben Bell, in the 64th year of her age, leaving two daughters and one son.

Wednesday afternoon from the her son-in-law, William L. 25 St. James street, at 2:30 p.m. Cause of death, pneumonia.

At her residence, 15 Peters street, Sunday, October 20, Andrew of William J. Parks, 64 years of age, leaving a wife, two daughters, and one son.

At her residence, 15 Peters street, Sunday, October 20, Andrew of William J. Parks, 64 years of age, leaving a wife, two daughters, and one son.

**CAUSES COLDS.**

You have been told that colds are caused by germs. But have you ever seen a germ? The new ultra-microscope reveals the bacteria of colds. It shows that the cold virus is a tiny rod, only one-tenth of a millimetre long. It is so small that it can only be seen through the ultra-microscope. The cold virus is a tiny rod, only one-tenth of a millimetre long. It is so small that it can only be seen through the ultra-microscope.

**FAVORS ABDICATION  
OF KAISER WILLIAM**

Bavarian Paper Thinks Em-  
peror and His Son Should  
Step Aside.

London, Oct. 20.—The abdication of Emperor William and the crown prince is the only means of solving the "terrible crisis," according to opinions expressed by the Munich Post, the Swabische Tagblatt and Frankfurter Morgen Post, an Exchange Telegraph despatch from Zurich says. It is added that the more rapidly the abdication is brought about the better for the country.

**GERMAN STATEMENT.**

Berlin, via London, Oct. 20.—The official communication from general headquarters today says: "In Flanders, in continuation of the operations announced Friday, we evacuated Bruges, Thiliet and Courtrai and have occupied new positions before which lively fighting engagements have taken place. In the evening the enemy was south of the Belgian-Dutch frontier."

"West of Middelburg and Ussel, near Poel and Middelburg, northeast of Courtrai, he partly pressed forward over the Yser River."

## LARGE SCHOONER PUT IN WATER

Four-Master Cambrai Launch-  
ed at River John By McKen-  
zie Shipping Co. Ltd.

Special to The Standard.

New Glasgow, N. S., Oct. 19.—The McKenzie Shipping Co. Ltd., launched their maiden vessel the Cambrai at River John at 10 o'clock this forenoon.

The Cambrai is a four-masted schooner, 175 feet over all, with 153 ft. keel and 35 feet beam, is fitted with 12 h.p. engine and classed twelve years at American Lloyd's. The ship is so constructed as to admit of the installation of auxiliary gasoline power at any time. She has been sold to American interests. Competent judges declare this schooner to be particularly well built and the workman-ship of a high order.

This master builder, Mr. Archibald McKenzie, in the old days, built some of the largest ships in Nova Scotia, among them being the Calidra, of about 1800 tons. The Cambrai was built entirely by local workmen with Mr. George Dwyer of River John as superintendent of construction. The ship is at the front, he was in hospital at Rouen, with diphtheria, for some weeks, but later returned to the front line as medical officer with another unit, and now he has laid down his life in the life of 1917 by Hon. R. M. McGee.

Messrs. McKee and McKenzie the company includes the following well-known Lunenburg names: Messrs. Zwicker and Company, Bowmen L. Refuse, John J. Kinley, M.P., P. Wallace, E. Knack as well as Messrs. H. Oxley, of Halifax, and D. G. Kirk, of Antigonish.

The company acquired the old Kitchen yard at River John, where the late James Kitchen turned out so many well known vessels and contemplated putting on another large vessel immediately.

## CASUALTIES.

Ottawa, Oct. 20.—Casualties:  
Railway Troops.

**Died.**  
C. F. Chisholm, Antigonish, N.S. Cavalry.

**Missing.**  
J. A. McCaw, St. Stephen, N.B. Infantry.

**Killed in action.**  
R. McWilliams, St. Stephen, N.B. D. Decoste, Antigonish, N.S. M. Ferguson, Glace Bay, N.S. B. Cameron, Parraboro, N.S. D. McLeod, Glace Bay, N.S. F. Nelson, Montague, P.E.I. W. Kane, Morell, P.E.I. J. Seldon, Liverpool, N.S. Serg. J. Caldwell, Apohaqui, N.B. L. Casey, Amherst, N.S. V. Bedford, St. Stephen, N.B.

**Died of wounds.**  
J. McDonald, Big Beach, N.B.

**Died.**  
F. Atkinson, Rexton, N.B.

**Missing.**  
A. Arsenault, Richmond, P.E.I. A. Boulter, Hackett's Cove, N.S. Wounded and Missing—  
Lieut. J. Guy, Newfoundland. Lieut. J. Grant, Halifax. Lieut. C. White, St. Martins, N.B.

**Infantry.**  
Wounded and missing—  
D. H. Brown, Charlottetown, P.E.I. J. McKay, South Nelson, N.B. H. Archibald, Sonora, N.S. F. Amiro, Plympton, N.S. W. Allen, Burt's Corners, N.B. Sgt. G. A. Walt, Byswater, N.S. Sgt. J. Glasbrook, Halifax, N.S. A. Cormier, Paquetville, N.S. A. W. Cameron, Moore Mills, N.B. A. Doucet, Laplante, N.B. O. Drysdale, Elmisdale, N.S. Sgt. J. Drinkwater, New Aberdeen, N.S.

**N.S.**  
A. Dorion, Campbellton, N.B. E. Doucette, Tignish, P.E.I.

**Wounded.**  
O. Whitney, St. Martins, N.B. C. Weatherbe, Village Green, P.E.I. J. Allen, Brough Island, P.E.I. Corp. F. Arenburg, Cambridge, N.S.

**J. Ashley, Dutch Settlement, N.S. P. Clark, Chipman, N.B. Corp. J. W. McLeod, Sydney, N.S. H. McNeil, Glace Bay, N.S. F. Flynn, Halifax, N.S. W. Mountain, Darnley, P.E.I. J. Taylor, Charlottetown, P.E.I.**

**Gassed.**  
C. Adams, Sackville, N.B. C. Appleton, Stellarton, N.S.

**Engineers.**  
**Killed in action.**  
M. Cutler, Sydney, N.S.

**Died.**  
J. Dugas, St. Jacques, N.B.

**Artillery.**  
**Killed in action.**  
K. McLaskey, Fredericton, N.B.

**III.**  
C. McCutcheon, Okinville, N.B.

**Wounded.**  
M. Budd, St. Andrew's, N.B. F. Doherty, Sussex, N.B. J. Elliott, St. John, N.B.

**Mounted Rifles.**  
**Killed in action.**  
A. O'Hara, O'Leary, P.E.I.

**E. C. Beckett, address not stated.**

**III.**  
W. McGregor, Kingston, N.S. E. Babineau, Amherst, N.S. L. Hugh, St. John, N.B.

**Gassed.**  
J. Beaton, Inverness, N.S.

**Machine Gun Section**  
**Killed in action.**  
C. Bonfiller, Gardiner, N.S. C. G. Smith, Moncton, N.B.

**Died of wounds.**  
D. Murphy, Inverness, N.S.

**Wounded.**  
E. C. Chapman, Amherst, N.S. P. Ratcliffe, Sydney Mines, N.S. W. Smith, Kentville, N.S. R. Ellis, Milton, N.S. S. Mallin, Northland, N.B. Corp. C. McAllister, Westville, N.S. Serg. O. Cheney, M.M., address not stated.

**Corp. W. McDonald, Souris, P.E.I. Medical Service.**

**III.**  
E. P. Burke, address not stated.

**EX-MAYOR HATT ILL.**

Marysville, Oct. 20.—Charles H. Hatt, ex-mayor of Marysville, and for several years superintendent of the cotton mill, is seriously ill at the residence of James Gibson, Copenhagen Farm, Pennic. His recovery is not expected. He has been unconscious for several days.

## CAPT. G. McNEILL KILLED IN ACTION

St. Stephen Man Had Been  
Awarded Military Cross For  
Devotion To Duty and  
Helping the Wounded.

Special to The Standard.

St. Stephen, Oct. 20.—Thompson McNeill was officially notified from Ottawa this morning that his son, Captain Grant McNeill, had been killed in action while fighting in France, on October 12th, and the news has been received with profound sorrow in the community, for no cleaner living or better young man has gone from any Canadian home. He was 25 years of age on Thursday last, and went overseas with a medical contingent immediately on being graduated from the medical school of Queen's University in May, 1916. He had desired to enter the service before, but had complied with the wish of his parents to complete his medical course before doing so.

After a few weeks in England he was sent to France as medical officer with the 26th Battalion. After two years at the front, he was in hospital at Rouen, with diphtheria, for some weeks, but later returned to the front line as medical officer with another unit, and now he has laid down his life in the life of 1917 by Hon. R. M. McGee.

Capt. McNeill was awarded the military cross for devotion to duty, and helping the wounded at Passchendaele. He is survived by his father and mother, one brother, Ralph, and a cousin, Miss Gladys Jackson, who has been brought up as a sister in the home, to all of whom sincere sympathy is extended.

## CANADIANS FIRST TO ENTER DOUAL

Cavalry Outposts Seek To Get  
In Touch With Enemy, But  
Find Him In Full Retreat.

With the Canadian Forces, Oct. 18.—(By J. F. B. Levesay, correspondent of the Canadian Press).—The anticipated withdrawal of the Boche from this sector took place yesterday forenoon and by evening we had pushed in several miles in pursuit. The Canadian first brigade claims to be the first to enter Douai.

The brigade crossed the canal and advanced their line through Oucquin and Cantin, but the expected enemy was nowhere to be found.

Another Canadian division on the right crossed at Brunemont and east of Fochain, and by night we had established a line well to the east which today we advanced to the line of Montigny, due east of Douai, Leval, Moncheourt and Marquette, to which latter point other Canadian troops advanced this morning after crossing the Scheidt.

Our cavalry outposts have sought to get in touch with the enemy and have found him in full retreat.

Amsterdam, Oct. 19.—The evacuation of Brussels by the Germans has already been begun, according to M. Heinrich, an Activist Belgian deputy. The evacuation of the city is being effected, refer to the German troops and not to the civilian population of the city.

With the Allied Forces in Flanders, Oct. 19.—French cavalry were reported tonight to have reached the outskirts of Ghent. There is no official confirmation. The infantry is pushing fast after the mounted forces.

The reports indicate a continuation of the rapid Allied advance in the Belgian coast sector.

The British are meeting with little opposition in the Lille salient and to the northward. In most places difficulty is found in keeping in contact with the enemy's forces, owing to the rapidity of the retreat.

## WAR BRINGS ABOUT A VODOO REVIVAL

"Conjurers" Said To Have  
Made Large Profits in Sell-  
ing "Charms" Against  
Draft.

Brenham, Tex., Oct. 2.—In the rural and small town communities of South Texas, where the negro population is large, the war has caused a big revival of voodooism among the more ignorant members of that race. The relic of African barbarism is said to have found favor with many of the negroes who have entered the army. They wear night and day various so-called charms that were given them by some black sorcerer to ward off injury and sickness. In a number of cases the practicing of this dark and mystic art is a source of profit to the professional "conjurer." It is only occasionally that the white man is enabled to obtain a fleeting glimpse of these ancient practices of voodooism.

In time of great stress even some of the more educated negroes are said to revert to the mystic beliefs of the race. Only recently in Dallas a well educated negro named C. C. Johnson was arrested on the charge of conspiring with others to evade the draft law.

Corp. Eddy left his home here about eight years ago to enter the banking business in the west, and four years ago he enlisted with the 46th Western Battalion for service with the second Canadian contingent. Only a short time ago his good work was recognized and he was awarded the Military Medal.

Besides his parents, the gallant sol-

## YOUNG GIRL SHOT AT EAST BATHURST

Boys Borrow Gun To Go  
Shooting With Fatal Re-  
sults.

Bathurst, Oct. 20.—A most regrettable accident by which the life of little Helen Miller, the six-year-old daughter of Mr. and Mrs. Percy Miller of East Bathurst, was evidently averted, occurred near the home of the little ones parents Thursday afternoon. The unfortunate child's brother, together with another lad, named Eddy, both boys hardly yet in their teens, had borrowed a gun from a neighboring boy not much older, and had been doing some shooting. At the time of the accident young Eddy had the gun and it is supposed was firing at some post or mark when the fatal charge was shot.

The load of shot struck the little girl on the right side of the breast and tore a ghastly hole through her body at least an inch in diameter, death resulting instantly.

Bathurst, Oct. 20.—Word has been received by Mr. and Mrs. Geo. S. Eddy that their son, Walter, who has been fighting with a western battalion at the front for the past four years, had died of wounds received in action.

Corp. Eddy left his home here about eight years ago to enter the banking business in the west, and four years ago he enlisted with the 46th Western Battalion for service with the second Canadian contingent. Only a short time ago his good work was recognized and he was awarded the Military Medal.

Besides his parents, the gallant sol-

## GENERAL IMPORT LICENSE ISSUED

United Kingdom and United  
States Placed on Same Basis  
So Far As Import Restriction  
Are Concerned.

Ottawa, Oct. 19.—The war trade board announces the issue of general import license No. 2, covering importation from the United Kingdom of a wide range of commodities. The effect of the new general license is to place the United Kingdom and the United States on the same basis, so far as import restrictions are concerned.

These regulations also extend to Newfoundland and the islands of St. Pierre and Miquelon.

An importers' hand book, giving details regarding the restricted imports from all countries and explaining the procedure relative to obtaining import license, has been compiled by the war trade board, and will be mailed to any importer applying for a copy.

**FATHER YOUNG'S CONDITION.**

There is little change in the condition of Rev. Father J. V. Young. The last dispatch from Montreal concerning his condition stated that he had been rather restless and suffered considerable pain at times.

Father is survived by two brothers, Chesley of Bathurst and Frank, now a cadet in the R. F. C. Toronto, and five sisters, Mrs. S. H. Turner, of Minneapolis, Mrs. Leigh Spragg of Hatfield's Point, Kings County; Mrs. Geo. Wightman, of Bathurst, and the Misses Helen and Edith at home.

# An Appeal to the Citizenship of St. John

*Up to the front-line trenches  
Where the brunt of the fighting falls  
And back to the last cantonment  
Where the summoning bugle calls;  
Wherever there's need of a brother  
To carry the fighting tune,  
In the war of men and angels  
Go the men of the Great Trilune.*

—Bliss Carman.

## Men of St. John!

Supporters of the Great Triune of Nations fighting for the liberty of the world! The "summoning bugle" calls you TODAY to a fresh consecration of your effort and material resources on behalf of the soldiers of Canada who are playing "the fighting tune" so well on Europe's blood-soaked fields.

Nobly have you responded in MANHOOD and in MONEY in the past, and you will not fail your country nor its soldiers in the appeal that the Government of Canada now makes to you.

Money is urgently needed to carry on the war endeavors of the nation and to secure that lasting peace that is so much to be desired.

The old Loyalist City of St. John with the outlying parishes in the County, is being asked to subscribe FIVE MILLION DOLLARS to the Victory Loan—not alone because it is a good commercial investment, nor because it will encourage the building of ships here, nor because it will stimulate and stabilize industry and commerce, nor because it will add to the traffic and prestige of the Winter Port of St. John, BUT BECAUSE IT WILL AID IN THE MAINTENANCE OF CANADA'S GALLANT SOLDIERS—because it will provide them with food and clothing and medical attendance, with ammunition for their defence and progress and with other necessary war supplies.

As holders of the "supporting line" you realize the immensity of the obligation resting upon you. Bayonets and Victory Bonds must work together until Victory has been attained, until the Harvesting of Huns has been completed and the world is freed forever from the curse of militarism and autocracy.

Canada—St. John—must "carry on" until the final day of triumph, and upon you, Men of St. John, is laid the obligation of assisting to the fullest extent of your financial ability.

## Women of St. John!

You have not failed your country or its soldiers in the past, you will not fail them now in the supreme test.

Four years of untiring and loyal devotion to Britain's cause, of unselfish service and sacrifice on behalf of Canada's gallant soldier boys, have elevated the womanhood of Canada and St. John to a degree just a little lower than the angels. Through your gentle and loving ministrations to the soldiers the city has gained a reputation for patriotic service that its citizens may well be proud of.

In the present appeal on behalf of the Victory Loan another door of opportunity is opened to Canadian womanhood, a door of service that all can enter.

Through your influence in your homes, in your patriotic organizations, in your leagues and church guilds, and through your pocket-books you can do much to popularize and promote the VICTORY LOAN.

Keep the home fires burning. Women of St. John, but see to it that you also keep aflame the unconquerable spirit of the soldiers of Canada. This is the duty that lies before you.

## Boys and Girls of St. John!

You who are just budding into manhood and womanhood—you who in a few short years will be carrying the torch that your fathers and mothers have so long been carrying, you for whose protection and liberty in the years to come the soldiers of Canada are fighting and dying today, to YOU the call of empire service comes, as to your elders.

You can help in this hour of nation testing. YOU can help your native city to win its honor flag with its attendant crowns.

HOW? By manifesting a lively interest in the appeal that the government is making—by learning what the objects of the Victory Loan are—by talking about it in your homes and your schools—by urging it upon your parents—by helping where possible in the campaign and by saving up your pocket money for investment in a VICTORY BOND.

As the brave Canadian Lads pressed on to Cambrai singing songs of Victory, those at home must also press onward to Victory, with the "fighting tune" in their mouths.

**"Forward, St. John!"**—Let this be the watchword while the VICTORY LOAN Campaign is on.

This Space Contributed to the Winning of the War by The Maritime Nail Co., Ltd.