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# THE MAIL AND ADVOCATE.

Official Organ of The Fishermen's Protective Union of Newfoundland.

Vol. III. No. 180.

ST. JOHN'S, NEWFOUNDLAND, SATURDAY, AUGUST 12, 1916.

Price: 1 Cent.

## Fall of Lemberg Now Expected at Any Moment

Generals Sakharoff and Letchitzky Complete a Further Series of Surprising Successes the Most Important of Which are Capture of Stanislaw and Occupation of Monasterzyska

### VON BETHMER'S ARMY IN CRITICAL POSITION

Austrians Rush Troops From Galicia to Isonzo Front in Desperate Effort to Save Their Lines There—Nothing Sensational on Western Front Where Allies Maintain Steady Pressure

LONDON, Aug. 12.—A further series of surprising successes by the armies of Generals Sakharoff and Letchitzky is announced today by the Russians. The most important of these successes are the capture of the important railway junction town of Stanislaw, the definite occupation of Monasterzyska and the seizure of important positions on the Zlota Lipa line. Coupled with those victories was the capture of many thousands of prisoners especially on right bank of the Sereth, where prisoners taken number 5,000.

The Germans appeared to regard Kovel-Lemberg sector as the most critical on the eastern front. The appointment of Field Marshal Von Hindenburg as chief in command, undoubtedly had the effect of temporarily stemming the Russian advance in northern section of the line, but Field Marshal Von Hindenburg does not hold a controlling command over the troops guarding the southern approaches to Lemberg where General Letchitzky has taken Stanislaw, being within striking distance of Halicz and who is rapidly completing his encirclement of the army of General Count Von Bethmer. The latter's forces have held obstinately their positions since last winter and have kept them virtually intact. However, it cannot be long now before the fate of Lemberg is sealed.

Military observers believe the possession of Stanislaw and Kovel makes this secure. The Russian possession of Bukovina gives them a base for the invasion of Hungary. The fall of Halicz which is also regarded as imminent would interfere seriously with General Von Bethmer's communications, and would compel him to retire his army along the left bank of the Dniester toward Lemberg, between the Russian forces ad-

vancing from the direction of Tarnopol and Brody.

A German official statement today admitted that a regrouping of the Teutonic forces was taking place in order to meet the new positions of the Russian armies.

It is reported that their perplexity over the situation of the Italian and Galician fronts, the Austrians again have brought troops from Galicia to the Isonzo front in a desperate effort to save the situation there. Turkish troops have been sent to the Galician front to replace the Austrians.

Nothing sensational is happening on the western front where the Entente Allies maintain steady pressure.

Although the British forces have shown little activity the French report the capture of additional German trenches near Maurepas and a fortified quarry north of Hem Wood.

Despite the small gains on the western front the Entente Allies have had another week of striking successes with the great Italian-Russian victories and repulse of Turkish forces in Egypt.

### Swedes Are Hard Hit By Shipping Losses

STOCKHOLM, Aug. 11.—A report from the War Insurance Commission as given by the Berlingske Tidende shows that during the war 91 Swedish ships have been destroyed or lost. Six of these were torpedoed, and twenty eight sunk by mines. The number of persons who lost their lives is 212 and 6 injured. Material losses adjudicated before British prize courts amounted to 45,000,000 kroner. Those before the German prize courts 1,000,000.

### Danish Steamer Sunk

LONDON, Aug. 11.—The Danish steamer Manevang, bound from Haparanda, Sweden, for Hull, was sunk by a submarine in the North Sea, according to a Reuter despatch from Copenhagen. The crew was saved.

### Canada's Naval Patrol

OTTAWA, Aug. 11.—The four hundred men required to complete Canada's quota for the Royal naval auxiliary patrol have all enlisted, and the Imperial Office opened for the purpose is now closed.

### Duke of Westminster Suffering From Fever

LONDON, Aug. 12.—It has been learned that the Duke of Westminster has been invalided home from Egypt and that he is now in a Paris hospital suffering from fever.

### East of Suez Canal

LONDON, Aug. 11.—Fighting between British and Turkish forces in Egypt east of the Suez Canal was continued on August 9th and 10th, with no important success for either side, according to an official statement issued this evening. Turkish counter attacks caused the British cavalry to fall back, but the Turks later retired to their entrenchments, the statement adds.

### Poor Treatment Given British Prisoners

LONDON, Aug. 11.—The Central News says it learns on "undeniable authority" that the British prisoners from Kut-el-Amara have been subjected to considerable hardship by the Turks. The British soldiers have been distributed in small groups in the Angora region and are badly housed. They are also in need of warm clothing, and their food consists solely of bread and water.

### Powder Magazine Explodes at Dudesti

LONDON, Aug. 11.—Twenty persons were killed, and 150 injured by the accidental explosion of a military powder magazine at Dudesti, near Bucharest says a Reuter despatch from the Roumanian capital. The material damage is small, and the work of the powder plant continues.

## BIG HUN FLEET SEEN IN THE BALTIC SEA

Dreadnoughts, Cruisers, Destroyers and Submarines Came Out Kiel Canal on Thursday—Fleet Was Sighted off Tranderup Steaming Full Speed Through Narrow Waters of Little Belt

COPENHAGEN, Aug. 12.—A large German fleet of dreadnoughts, cruisers, destroyers and submarines came out of the Kiel Canal on Thursday, according to local newspapers. The fleet was sighted off Tranderup steaming with great speed through the narrow waters of Little Belt, which is between the Baltic Sea and the Cattegat.

### "Discovery" to Rescue Marooned Party

LONDON, Aug. 11.—The Antarctic relief ship Discovery which has been placed at the disposal of the British Admiralty for use in an effort to rescue the marooned men of Sir Ernest Shackleton's expedition at Elephant Island, sailed from Plymouth "Sound last night for Port Stanley, Falkland Islands. Sir Ernest will embark on the Discovery at that port and another effort to reach Elephant Island will be made.

### More Shipping Losses

LONDON, Aug. 11.—Lloyd's Shipping Agency announces that the French sailing vessel Annette Marie, 117 tons, the French steamer Henri Elisa, 820 tons, and the steamer Robert, nationality not given, have been sunk.

### Won't Be Happy Till They Get It

BERLIN, Aug. 11.—The Socialist-National Committee to-day issued an address renewing its appeal to Dr. Von Bethmann-Hollweg, the Imperial Chancellor to lift embargo on the discussion of peace terms.

### Financier Dead

PARIS, Aug. 11.—David Kahn, head of the International Banking firm of Lazard Freres, is dead.

## IS A GATEWAY FOR RUSSIANS TO LEMBERG

Stanislaw Important Railway Centre South East of Lemberg is Officially Announced Captured by Russians—Austrians Retreat Towards Halicz—Further Russian Successes in the Sereth Region

PETROGRAD, Aug. 11.—Stanislaw, the important railway centre, south-east of Lemberg, the capital of Galicia, has been occupied by Russian troops. The capture of Stanislaw is announced in an official statement given out this evening. The troops of General Letchitzky captured Stanislaw on Thursday evening, and pursued the Austrians, who retreated in the direction of Halicz. The Russians have also made important success in the Sereth region. They compelled the Austro-Germans to retire from the fortified positions of Gladka and Vorobievsk and have occupied the town of Monasterzyska. The capture of Stanislaw has given the Russians another gateway through which they can march toward Lemberg. Like Brody, Stanislaw is an important railway centre. Railroads radiate from it in five directions. It is 87 miles, south-east of Lemberg and is situated between two forks of the Pystritz river, 10 miles south of the Dniester. Stanislaw was a manufacturing city and an agricultural centre before the war and had a population of 33,000.

## OFFICIAL BRITISH

LONDON, Aug. 11.—An official issued by the British War Office shortly before midnight reads as follows:—Between the Ancre and the Somme the situation is unchanged. On the rest of the British front there is normal trench warfare. Besides numerous daily raids some successful long distance raids have recently been carried out by our flying corps against the following objectives: Zeppelin sheds at Brussels, railway sidings at Mons, railway sidings and airship sheds at Namur; Basigny railway station (twice). Of sixty-eight machines which participated, only two failed to return.

### FRENCH

PARIS, Aug. 11.—The French to the North of the Somme River, with brilliant fighting, captured additional German trenches near Maurepas, and the fortified quarry south of Hem Wood, according to a French official communication issued this evening.

### AUSTRIAN

VIENNA, Aug. 11.—"We have evacuated Stanislaw without fighting," says an official statement issued from the General Headquarters to-day. The statement also admits the withdrawal of Austrian troops to new positions in Stanislaw and Monasterzyska regions owing to the Russian pressure.

### ITALIAN

ROME, Aug. 11.—Italians have occupied the entire Dobers plateau, the War Office announces to-day. The Italians also have captured Rubba and San Martino Det Carso. They have reached the line of the Vallon river, and the Austrians have retreated east of the town of Vallon.

### TERRA NOVAS DEFEATS SAINTS

In last night's football match between the Terra Novas and the Saints the former won out by a score of four to one.

In the first half they scored two goals whilst the Saints failed to find the net. On changing ends a fairly good exhibition was given, the Terra Novas adding two more whilst the Saints through Elton found the net once.

The result of last night's game gives the Terra Novas the championship for 1916 and we heartily congratulate them on the success of their year's entry to the League. They have played good football all through and well deserve the high honors their efforts have brought forth.

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### Greek Steamer Afire Beached on Island

ATHENS, Aug. 11.—The Greek steamer Eletheria bound from Salonika to Volo with a cargo of oil owned by an American company, and with 1,200 passengers, principally disbanded troops, caught on fire today off the island of Skiatho. Forty persons were killed and many were injured. The Captain of the Eletheria succeeded finally in beaching the vessel. The island of Skiatho is one of the Northern Sporades group in the Aegean Sea.

### Total German Losses Over Three Million

LONDON, Aug. 11.—German casualties during July, according to a table compiled here from German casualty lists, totalled 122,340, bringing the grand total since the commencement of the war, as taken from the same source, up to 3,145,177 men killed or who died from wounds.

### The Balkan Front

LONDON, Aug. 11.—A Reuter's correspondent at Saloniki telegraphs that the artillery duel on the Balkan front has been renewed. A height has been captured by Anglo-French forces, Hill 227, south of Doiran.

### Norge Steamer Sunk Result of Explosion

CHRISTIANSAND, Norway, Aug. 11.—The Norwegian steamship Ragnarok, 1,107 tons, from Gothenburg for Rouen, was sunk in the North Sea as the result of an explosion. The crew were saved. The captain has expressed the belief that the ship had been destroyed by an infernal machine which had been placed in the hold.

## POOR HOPES OF PEACEFUL SETTLEMENT

Leaders of the 400,000 Employees Demand an Eight Hour Day and Time and a Half For Overtime—Some 235 Railway Systems Are Effected by Strike

NEW YORK, Aug. 12.—Whether the leaders of the 400,000 employees of railroads throughout the country will make good their threat of a general strike unless their demand for an 8 hour day and time and a half for overtime is granted by the managers of the 235 railroad systems will probably be known to-morrow. The only hope of a peaceful settlement apparently rested to-night upon the possibility that the men might be induced to accept a new form of arbitration.

### PARISH PRIEST POUCH COVE

Rev. Father O'Callaghan so long attached to the Cathedral has been made Parish Priest of Pouch Cove and Rev. Father Conway comes back to the Cathedral. The many friends of Fr. O'Callaghan who was so long ill but is now much better will be glad to hear of his appointment to Pouch Cove.

### Artist Dead

LONDON, Aug. 11.—Lance Thackeray, painter and illustrator, died to-day.

### POLICE ATTENTION!

We have been asked to draw the attention of the police to LeMarchant Road. Nightly, we learn, there is nothing to be heard but blasphemy and low talk and cyclists go along without any lights and laugh at people who are almost run over complain. We have seen some of this conduct ourselves and hope the police will attend to the matter.

### A SUGGESTION

The trolley car was crowded. She couldn't find a seat. A man in front of her snapped, Miss You're standing on my feet! Then sweetly she looked down at him. The darling little elf. And said: "Beg pardon, but why don't You stand on them yourself?"

## 'Deutschland' Now On Her Way Back To Home Port

Has Not Poked Periscope Above Surface—Freighter Submerged at Edge of Territorial Waters—Disappointment When Chase Did Not Materialize—Single Warship Lay off Cape

### CREW OF SUBMARINE CHEER AMERICA

Captain Koenig Last to Descend From Upper Structure as Sub Submerged—Tug "Timmins" Escorted Submarine to Edge of American Territorial Waters—Saw Deutschland Start on Voyage

(By Carl D. Groat, United Press Staff Correspondent)

Norfolk, Va., Aug. 3.—Somewhere in the direction of Germany, safely past the allied warship patrol, the submarine Deutschland is boring her way through the Atlantic toward her home port of Bremen.

Reports coming into Hampton Roads indicate the pioneer submarine blockade-runner has not poked her periscope above the water since she submerged near the cape late last night. At that time the nearest British warship was five miles distant, according to the tug Thomas F. Timmins which accompanied the Deutschland as far as the cape.

Expectation of a thrilling chase and perhaps some sort of a fight in connection with the Deutschland's departure was disappointed. Folks on shore saw nothing and sightseers who filled big and little harbor craft saw little more in the dark of the night the Deutschland slipped out to the boundary edge of the United States territorial waters, ducked under and disappeared. That was all.

### Weather Favors Patrol

From Cape Henry came the word long after sunrise that no sign had been seen of the Deutschland. A single disappointed dog-of-war lay off Cape Henry light and not another vessel was in sight.

Weather conditions favors the allied patrol, however, not the Deutschland. The cape observer reports a clear sky and only a slight breeze.

The submarine's actual submergence was witnessed only by her pilot tug, the Timmins, and those aboard the Timmins were no close enough to be sure they had seen the dive made until wave after wave of the heavy sea had come up and gone down without the submarine's light again showing.

The submergence was made about a mile outside the cape, the Timmins crew reported when they put into Norfolk early to-day.

Capt. Hirsch, of the interned German liner Neckar, who was aboard the Timmins, said the last act of Capt. Koenig and his crew before they went below was to give three cheers for America and the American people. This was as they neared the cape. Then all disappeared from the upper structure of the submarine. Captain Koenig being the last to descend, shouting a farewell to Capt. Hirsch as he disappeared.

"That's the last that will be seen of her until she bobs up in Bremen," declared Capt. Hirsch.

### Glad She's Gone

Capt. Zach Cullison, of the Timmins, would only say: "I'm glad she's gone." It is the most worrisome bit of piloting Capt. Zach has had to handle in many a day.

It has been understood that Capt. Koenig planned to work his way along the coast, north or south, after submerging, putting into some port if forced to do so by the enemy patrol. He desired to drive out into the Atlantic, however, the moment he was sure the patrol had been avoided.

### Moved Toward Capes

The Deutschland appeared in the bay after spending the day in Tangier Sound, 35 miles up, just about sunset, and was cutting

across toward the capes as darkness began to fall. She was displaying red and green lights close to the water, but soon put these out. The tug Timmins moved in between the only boat that approached, the newspaper and moving picture men's craft, and continued to fend the submarine in this manner until both were out of sight.

Approaching the Cape Henry lightship, the submarine moved in close to shore and held back while the Timmins proceeded some distance out, presumably to determine if hostile vessels were in sight. Presently she signaled and the Deutschland moved on past the cape. This was about 9 o'clock.

The Deutschland drew near enough to her pilot tug to permit the shouting of farewells and the cheering for America and then the rolling water began to pile up between them. She signaled briefly with her periscope light. Then that blinked out and the tug turned back to Norfolk.

## How Ships Speak

It would be an almost safe assertion to say that nine out of ten would answer "Nelson's signal at the Battle of Trafalgar," were they asked to name the most historic sea-signal they could remember. Certainly few signals are better known, and none more inspiring.

Signalling by flags has been employed in the British navy since the thirteenth century, but it was not until 1665, during the Dutch War, that the various codes and systems then in use were collated and placed upon a definite basis, and uniformly secured. This was called, "Sir William Penn's revision," and his system survived, with various modifications, until after the war with America in the eighteenth century.

About that time Lord Howe turned his attention to the subject, and in collaboration with McArthur, secretary to Lord Hood, a new system was evolved for which twelve flags were used.

The international code, as amended in 1905, is the system at present in use and consists of twenty-four flags and pennants.

Every letter of the alphabet has its flag, and it is possible to spell out any word, but as a general rule, combinations of certain letters are used and messages are hoisted in code. Needless to mention, the navies of the world each employ a code, supposed to be known only to themselves, and this is constantly changing.

Apart from this, certain flags convey a definite meaning. The letter L (black and yellow quarters), for instance, announces to all and sundry that the vessel has contagious disease on board. Similarly, the letters N. C. are read by every seaman as a signal of distress, and N. M. means "dying for want of water."

At night, of course, flag signalling is impossible, but a vessel in distress may summon aid by various means. A flaming tarrel or tar or oil on deck will bring assistance, and so would the firing of a gun or of rockets at intervals of one minute, if any vessel was within hearing. Another method is by waving Morse signals across the sky, by means of a searchlight, and these can be read without difficulty by a vessel out of sight and far below the horizon, while the latest development is the S.O.S. sent out by wireless.

In foggy weather short and long blasts upon the siren, to represent dots and dashes in Morse, may be used to summon aid, or to speak to another vessel in the vicinity. Of course, for long-distance speaking there is wireless telegraphy, which has made it possible for a vessel to be in communication with the shore all the time she is crossing the Atlantic. By no means, however, has every vessel that sails the seas wireless equipment, and signalling by flags will survive for many years yet.—Chums.

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