

To-Day's Messages.

10.15 A.M.

SEVEN HOUR FLIGHT OVER GERMAN.

Grand Headquarters of the French Armies in France (by Associated Press). To-day.—The most daring air raid yet carried out against the great Krupp munition works at Essen, was recounted to a staff correspondent of the Associated Press to-day by Sergt. Maximo Galois. He stated all the German anti-aircraft defences, bombarded part of the German armament producing factories with high explosives, crossed the German front line twice, and reached many Rhenish cities and reached home scathless. The whole flight lasted seven hours, during which the daring French aviator was guided only by the moon and stars and compass, as the voyage was made in the darkest hours of the night, the destination being reached exactly according to plan. Sergt. Galois narrated his story in the simplest manner. He said: "Four of us left our base at nightfall on Friday with the intention of reaching Essen soon afterwards. We ran into foggy weather and lost sight of each other. I flew at an altitude of 1,200 metres and passed over Metz and Thionville, following the course of the River Moselle, which, however, rapidly disappeared in the mist. Batteries fired at me crossing the Rhine, and as I passed over Metz searchlights played above the sky. Afterwards I was compelled to travel by the aid of the compass, stars and moon. At Treves I saw a heavy bombardment, which I calculated was directed at my comrades; therefore I knew I was travelling in the right direction. Although I didn't see Coblenz I saw the reflection of the moon on the Rhine and found Bonn. From there to Dusseldorf there was a regular sea of electricity, which increased as I got further north. Cologne was a blaze of luminosity and at Dusseldorf there were all kinds of lights, blue, red and white. All the time the anti-aircraft guns fired as I passed around Cologne; the gunners were very accurate in the range. Leaving there I saw like cliffs on the horizon a brilliant illumination which seemed kilometres in length stretching to the left of Essen, while southward, was another long line of lights coming from the factories. Arriving over Essen I rose to about 2,000 metres. I circled around searching for a place where the lights from the workshops appeared densest then I threw the first bomb. After counting ten I dropped the second, then the remainder of the ten I carried at similar intervals. I could not tell whether the bombs exploded but they probably did. It was impossible to distinguish their effect owing to the flaming furnace chimneys. My duty done I turned homeward, not having seen my comrades again. The motor worked

J. M. CHILDHERHOSE.

Listed and Unlisted
STOCKS AND BONDS.
Corporation Finance.
All marketable mining and industrial stocks bought and sold.
Correspondence Solicited.
C. P. R. BUILDING
TORONTO, - - CANADA.
June 14, 81, th. tu

with wonderful regularity all the time. I came back exactly the same way I went and was fired at many times. I was thoroughly exhausted and was suffering from my eyes, which were affected by the strain and wind, as I lost both pairs of goggles at the start and was often obliged to put my head outside in order to see the direction. When nearing the base, owing to the darkness, I could not tell exactly where I was. I thought it possible that I was still over the German lines and decided to continue westward as long as my petrol lasted. I had a few litres left and was driving onward when suddenly I recognized the pre-arranged signal and managed to land just at dawn at the same place which I had departed from. The distance covered was 46 1/2 miles." Sergt. Galois, who is 38 years old, applied four times for the aviation corps unsuccessfully because he was declared to be too old, but was accepted on the fifth application although he had no knowledge of flying. His comrades, Lieut. Ardison and Sergt. Durand, both returned to the French base, having gone as far as Treves, when they found that their supply of gasoline would not permit them to reach Essen, so they dropped all the bombs on Treves before flying homeward. It is believed the fourth man reached and bombed Essen but he has not returned to the base.

OPTIMISTIC OF RUSSIAN ARMY.

PETROGRAD, To-day. The Russian army is going to fight; the spirit among the troops everywhere is excellent. The advance so brilliantly begun has every chance for a successful continuation. This was the reassuring comment on the Russian military situation made by Major General Hugh L. Scott, Chief of the General Staff of the United States Army, on his return to-night from his tour along the southwestern front in Roumania.

ROOT COMMISSION FINISHES ITS WORK.

PETROGRAD, To-day. Except for a few final conferences with members of the Russian Government, the work here of the Root Commission has virtually been concluded.

CHINESE TROUBLE AT AN END.

LONDON, To-day. General Chang Hsun, leader of the attempt to place the Manchus again on the throne of China, has resigned with all his officials, and handed over the administration of affairs at Peking to General Wang, who is a friend of Tuan Chi Jul, leader of the Republican forces. Special despatches from Peking and Tien Tsin add that fighting between the Republicans and Imperialists has ceased and that the Republicans surround Peking. The railway to Peking is held by the Republicans and trains are now running between Tien Tsin and the Chinese capital.

NATIONAL GUARD MERGED IN U.S. ARMY.

WASHINGTON, To-day. President Wilson issued a proclamation to-day drafting the entire National Guard of the country into the United States Army to date from August 5th next, also calling the regiments out for active service.

THE PRIME MINISTER ON THE RAID PROBLEM.

LONDON, To-day. Twenty-two airplanes of the Gotha bombing type took part in the raid on London last Saturday, Premier Lloyd George announced at a secret session of the Commons. Three of the raiders were destroyed and six machines protecting the squadrons were destroyed also. The following is an official account of the secret session: The Premier opened the proceedings by giving briefly an account of the raid. He said 22 airplanes of the Gotha bombing type carrying about 800 pounds of explosives apiece, came over London. Of the three destroyed one was by machines actually protecting London; besides those, out of the protecting squadrons which the Germans organized to assist the return of the raiding squadron six machines were destroyed and one damaged. The attack in fact had not been made with impunity. He wished to point out that the first fact the House should get into its mind was that complete protection in air could never be secured. At the front our machines daily are crossing over the German lines; despite the most terri-

ble anti-aircraft fire and very powerful German air squadrons, they are yet able regularly to bomb stations and headquarters behind the German lines. That is possible in a region where German airplanes and anti-aircraft strength are concentrated most closely. The House should realize that no measure would give complete immunity. The nearest approach to immunity lay in making their visits so costly that they would not become worth Germany's while, he said. He pointed out also that during the last four or five months our naval bombing airplanes had dropped over 70 tons of explosives on German air-dromes in Northern Belgium and had dropped six tons on those very air-dromes the night preceding the raid, whereas the total amount dropped by the Germans here was only some two tons. The first consideration before the Government was to insure that the Army in France was supplied sufficiently with airplanes. They were the Army's eyes, without which it was impossible to advance. To photograph the enemy's work required air supremacy, and without that supremacy it was sheer murder to allow the troops to advance. The twenty-eight fatal casualties suffered by the civilian population in the last raid were very regrettable but unless the troops at the front were supplied with sufficient airplanes to secure a proper knowledge of German trenches and positions and guide the artillery barrage, their losses might easily be not twenty-eight but twenty-eight thousand. The slightest deficiency in airplane work and a single machine gun emplacement overlooked might in a few minutes mean the loss of a thousand lives. The country's first duty was to protect these men. The Germans realize the importance of the question quite as much, as they were trying to diminish our superiority by attempting to force us to withdraw machines from France in order to protect our home towns. If the Germans knew that by bombing English towns they could compel us to withdraw fighting squadrons from France nothing could encourage them more. Nothing could be more disastrous to military operations than to encourage the Germans to believe that they could by those raids excite such a clamor in this country that the Government would be unable to resist the demands of withdrawal of airplanes from the front. If airplanes could be provided both at the front and for defence against the raiders, it would of course be done; if not the army must come first, and it is vitally important that the Germans should know it. The press might prevent the Germans from knowing it. He saw something of the people who face disaster with great cheerfulness and constancy. The Premier said he was certain that if the people of this country realized that all our strength for the moment must be put into establishing supremacy in the air in order to win victory at the front they would be prepared to take risks, which after all are not comparable to the risks run by our soldiers. The Germans had made prodigious efforts for air superiority in the last 12 months. We in the last six months have increased enormously our capacity for turning out machines, have extended the existing works, built new ones, and added more than 23,000 men to the workmen in the works. The Government had quickened production and improved the type of machine. The Government information was that the German capacity of production was inadequate to compete with the provision that Britain has made up to this time. However, the increase only had been gradual, as the measures taken at an earlier date had not yet had time to reach full fruition, but production was going up by leaps and bounds. We would indeed have been far better off now but for the strike in April, which lost us between 150 and 200 machines. The Government now hoped soon to be able to meet not only the requirements of the army in France but to provide sufficient airplanes to make it impossible for the Germans to come here without losses, which would persuade them it was not worth their while to come. It was easy to suggest to the poor sufferers that a raid like this was due to the neglect and carelessness of the Government, but he believed if these people were told what the situation was they were capable of rising to the great appeal. If they were told it was necessary to run some risks for a short time for the sake of the gallant fellows in France they would do so cheerfully. It was only for a very short time, and he was confident that then we would not only secure supremacy in France but would also provide defence of such a nature that if the Germans came they would find it unwise to repeat their journey. He then moved an adjournment. In the course of criticisms by several members a statement was elicited that none of Saturday's raiders were at lower altitude than 1,300 ft. over London and that their great size made them appear lower.

ble anti-aircraft fire and very powerful German air squadrons, they are yet able regularly to bomb stations and headquarters behind the German lines. That is possible in a region where German airplanes and anti-aircraft strength are concentrated most closely. The House should realize that no measure would give complete immunity. The nearest approach to immunity lay in making their visits so costly that they would not become worth Germany's while, he said. He pointed out also that during the last four or five months our naval bombing airplanes had dropped over 70 tons of explosives on German air-dromes in Northern Belgium and had dropped six tons on those very air-dromes the night preceding the raid, whereas the total amount dropped by the Germans here was only some two tons. The first consideration before the Government was to insure that the Army in France was supplied sufficiently with airplanes. They were the Army's eyes, without which it was impossible to advance. To photograph the enemy's work required air supremacy, and without that supremacy it was sheer murder to allow the troops to advance. The twenty-eight fatal casualties suffered by the civilian population in the last raid were very regrettable but unless the troops at the front were supplied with sufficient airplanes to secure a proper knowledge of German trenches and positions and guide the artillery barrage, their losses might easily be not twenty-eight but twenty-eight thousand. The slightest deficiency in airplane work and a single machine gun emplacement overlooked might in a few minutes mean the loss of a thousand lives. The country's first duty was to protect these men. The Germans realize the importance of the question quite as much, as they were trying to diminish our superiority by attempting to force us to withdraw machines from France in order to protect our home towns. If the Germans knew that by bombing English towns they could compel us to withdraw fighting squadrons from France nothing could encourage them more. Nothing could be more disastrous to military operations than to encourage the Germans to believe that they could by those raids excite such a clamor in this country that the Government would be unable to resist the demands of withdrawal of airplanes from the front. If airplanes could be provided both at the front and for defence against the raiders, it would of course be done; if not the army must come first, and it is vitally important that the Germans should know it. The press might prevent the Germans from knowing it. He saw something of the people who face disaster with great cheerfulness and constancy. The Premier said he was certain that if the people of this country realized that all our strength for the moment must be put into establishing supremacy in the air in order to win victory at the front they would be prepared to take risks, which after all are not comparable to the risks run by our soldiers. The Germans had made prodigious efforts for air superiority in the last 12 months. We in the last six months have increased enormously our capacity for turning out machines, have extended the existing works, built new ones, and added more than 23,000 men to the workmen in the works. The Government had quickened production and improved the type of machine. The Government information was that the German capacity of production was inadequate to compete with the provision that Britain has made up to this time. However, the increase only had been gradual, as the measures taken at an earlier date had not yet had time to reach full fruition, but production was going up by leaps and bounds. We would indeed have been far better off now but for the strike in April, which lost us between 150 and 200 machines. The Government now hoped soon to be able to meet not only the requirements of the army in France but to provide sufficient airplanes to make it impossible for the Germans to come here without losses, which would persuade them it was not worth their while to come. It was easy to suggest to the poor sufferers that a raid like this was due to the neglect and carelessness of the Government, but he believed if these people were told what the situation was they were capable of rising to the great appeal. If they were told it was necessary to run some risks for a short time for the sake of the gallant fellows in France they would do so cheerfully. It was only for a very short time, and he was confident that then we would not only secure supremacy in France but would also provide defence of such a nature that if the Germans came they would find it unwise to repeat their journey. He then moved an adjournment. In the course of criticisms by several members a statement was elicited that none of Saturday's raiders were at lower altitude than 1,300 ft. over London and that their great size made them appear lower.

LATEST!

TO RETAILERS

1.50 P. M.

MAGAZINE EXPLOSION.

SAN FRANCISCO, To-day. The explosion of a powder magazine on Mare Island killed six and injured thirty.

GOOD FEAT BY TRAWLER.

LONDON, To-day. The Commodore at Lowestoft, says an official statement, reports that yesterday the British armed trawler Iceland destroyed two enemy seaplanes and brought four prisoners into port.

SUNK IN MEDITERRANEAN.

PARIS, To-day. The French liner Caledonian was sunk by mine or torpedo in the Mediterranean on June 30, according to an announcement by the Ministry of Marine.

NO COAL FAMINE IN FRANCE.

PARIS, To-day. Danger of a coal famine will be avoided next winter as the result of negotiations which the British Government and the Prefect of the Department of the Seine have concluded. In order to insure a fair distribution and prevent cornering, which occurred last winter, coal cards will be instituted.

DEMOCRATIC AGITATION IN GERMANY AND AUSTRIA.

ZURICH, To-day. Six influential representatives of the centrist party in Germany went to Vienna last week, where they conferred with leading members of the Austrian aristocracy. Immediately after their return, according to a summary of the German political situation issued from here, friends of Matthias Erzberger, the clerical leader in the Reichstag, began a strong opposition to Chancellor Von Bethmann Hollweg. Simultaneously the South German National Liberal newspapers, particularly the Münchener Neueste Nachrichten, abandoned their pan-German policy and energetically demanded democratic reforms. It is added that the key to the situation seems to be Vienna.

GERMANS REPULSED.

PARIS, To-day. The Germans returned to the attack on the Aisne front last night and again met with defeat. The War Office reports a strong assault on the French positions at Hurtlebise Mount and the Dragon was repelled; the attacking waves suffered severely and were unable to reach the French lines. Local attacks at Lauffaux Mill, Ailles, Corbeny/Coucy and Auberville were unsuccessful. The French took prisoners.

Grand Falls Notes.

Manager Scott returned from Canada and the United States by Wednesday night's express. His daughter, who had been studying at Toronto, returned with him. Prospects are looking much brighter since his arrival.

During the past week we had the pleasure of a short visit from Capt. (Rev.) Clayton. His time being limited, he could not give us a lecture of his experience with "Ours" but promises to return to do so later. We trust it will be very soon.

Rev. T. E. Loder left by Wednesday night's express for Heart's Content where he will join the A. N. D. Co. steamer for England. There he expects to get a commission and proceed to France. We wish him success.

We are looking forward to a visit from Jack Rossley and his troupe, who are to arrive by Wednesday morning's express.

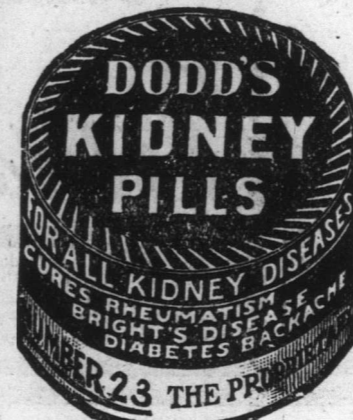
On Saturday night the Nickel goes were given a treat when Mr. Chas. Hayward, manager of Wood's Candy Store, rendered in his own inimitable style the latest local version of Bravo Territorials — "Bravo Newfoundlanders." I would suggest to the manager of the Nickel that in future he should advertise when we are to have the pleasure of hearing a good soloist and he would then be assured of a packed house.

NICKEL FAN.

The ladies of the Presentation Convent Association are making great preparation for the Garden Party for to-morrow, Wednesday, July 11th, to be held at Smithville.—July 10, 21

100 barrels Armour's choicest grade HAM BUTT Pork: 80 pieces to the barrel; most suitable for retailing.

HARVEY AND Co., Ltd.



Here and There.

Fishing Rods, Trout Lines, Baskets, Wading Stockings, Fly and Bait Hooks, to be had at BOWRING BROS., Ltd., Hardware Dept.—May 25, eod, ff

NEW SCHOOLHOUSE. — On the site of the old Lindberg brewery a new schoolhouse will be erected shortly by Rev. Dr. Kitchin of St. Joseph's Parish.

Don't forget the Grand Dance to be held to-night in Frontiersmen's Hall. Ladies', 30c.; Gent's, 40c. Teas served for 20c.—July 10, li

HOMELESS DOMESTIC.—A 23 year old domestic, whose mother is dead and father is gone to some foreign clime, was taken in for safekeeping at the police station last night. She belongs to Holyrood and is being sent there by train to-day.

Don't miss the Garden Party at Smithville in aid of the Presentation Convent Building Fund on to-morrow, Wednesday, July 11th.—July 10, 21

ACKNOWLEDGMENT. — The Hon. Secretary-Treasurer of the Methodist Orphanage begs gratefully to acknowledge the receipt of Twenty-three Dollars and Sixty cents, being one-third offering at the United Societies Service held at Gover Street Methodist Church on June 24th last, per Reg. Dowden, Secretary Committee.

The skirts of soft material are frequently shirred at the waist line. Dull rose crepe embroidered in dull blue makes a very rich dress. A pretty sports garments is of taffeta fashioned on sweater lines.



No "Fair Weather Friend"

Skipper Kerosene Oil is dependable under any weather conditions—because it is clean, powerful and uniform.

SKIPPER KEROSENE OIL

Every drop the same—every drop pure power. Better for Newfoundland climate than any other. Clean burning and non-carbonizing. Keeps your carburetor contented, and costs less by the mile or by the year.

STANDARD OIL CO. of NEW YORK FRANKLIN'S AGENCIES, LTD.



ADVERTISING IN THE EVENING TELEGRAM WILL HELP YOU OUT



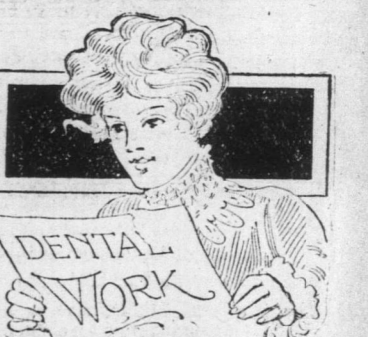
OUR MEATS, our service and our prices prove. You will like sanitary cleanliness of our market, our honest weight and fair dealing also.

M. CONNOLLY.

The London Directory.

(Published Annually) enables traders throughout the World to communicate direct with English MANUFACTURERS & DEALERS in each class of goods. Besides being a complete commercial guide to London and its suburbs the Directory contains lists of EXPORT MERCHANTS with the goods they ship, and the Colonial and Foreign Markets they supply; STEAMSHIP LINES arranged under the Ports to which they sail, and indicating the approximate Sailing; PROVINCIAL TRADE NOTICES of leading Manufacturers, Merchants, etc., in the principal towns and industrial centres of the United Kingdom. A copy of the current edition will be forwarded freight paid, on receipt of Postal Order for 6s. Dealers seeking Agencies can advertise their trade cards for 5s or larger advertisements from 15s.

THE LONDON DIRECTORY CO., LTD., 25 Abchurch Lane, London, E.C.



The Maritime Dental Parlors

THE HOME OF GOOD DENTISTRY. We do all branches of Dentistry in the most skillful and modern way. We specialize in extraction by a painless and improved method used solely and exclusively by us. Our sets defy detection. Crown and Bridge work and Fillings at reasonable prices. Examination free. Painless Extraction 25c. Full Upper or Lower Sets . . . \$12.00 PHONE 62.

M. S. POWER, D.D.S.,

(Graduate of Philadelphia Dental College, Garretson Hospital of Oral Surgery and Philadelphia General Hospital). 176 WATER STREET. (Opp. M. Chaplin.)

9th July!

Just received a cargo Best Screened North Sydney

COAL.

Also, Anthracite Coal, Nut size.

M. MOREY & CO.

Office: Queen Street

T. J. EDENS.

Nothing but the Choicest Eatables

Monday, June 25, '17.
N. Y. CORNED BEEF.
CAL. ORANGES.
TABLE APPLES.
BANANAS.
CAL. LEMONS.
CHERRIES.
FRESH TOMATOES.
CUCUMBERS.
NEW TURNIPS.
NEW CABBAGE.
FRESH COCOANUTS.
BERMUDA ONIONS.

PURSE-PLEASING PRICES.
Tomatoes, No. 3 tin 20c.
Pork & Beans, No. 3 tin 25c.
Macaroni, Best 15c. lb.
Fry's Cocoa, 3/4 lb. tin 15c.
Shredded Wheat Biscuit, 15c. pkg.
Syrups, full wine btl. 35c.
Strawberries, tins 25c. tin
Corn Syrup, 2 lb. tin 20c.
Asparagus Tips, 3 lb. tin, 50c.

ICE CREAM POWDERS.
Assorted flavours; 15c. packet will make 8 pints delicious Ice Cream.

25 kegs, 100 lbs. each, CHINESE LAUNDRY STARCH.

T. J. EDENS.

Duckworth Street and Rawlin's Cross.

Headaches

come mostly from disorders of the stomach, liver and bowels. Regulate these organs and keep free from headaches by using

BEECHAM'S PILLS

Largest Sale of Any Medicine in the World. Sold everywhere. In boxes, 25c.