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Offers the following at his
**East End, West End and Central
 Grocery Stores:**

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 Rangoon. 7c. lb.
BEANS, Choice Lima,
 9c. lb.
RICE, good Rangoon,
 5c. lb.
RICE, fancy uncoated,
 9c. lb.
PICKLES, large bottles,
 14c. bot.
LEMON CRYSTALS,
 Southwell's, 2 ozs., suf-
 ficient for 2 gallons,
 for 13c.
ICING SUGAR, best
 quality 10c. lb.
APRICOTS, Evaporated,
 19c. lb.

PEACHES, Evaporated,
 very fine quality,
 16c. lb.
ESSENCES, Lemon and
 Vanilla, 1 oz. bot., 12c.
ONIONS, choice new,
 10 lbs. for 42c.; 5c. lb.
JAMS, Raspberry and
 Strawberry, in tumb-
 lers. 18c. ea.
MILK, Evaporated,
 Libby's. 14c. tin
PINEAPPLE, large tins,
 Choice Hawaiian,
 sliced 19c. tin
ENO'S FRUIT SALTS,
 75c. bottle
AYER'S HAIR VIGOR,
 75c. bottle

Finest Quality American Granulated
 Sugar, 8c. per lb.

G. Knowling.

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Foch at the Somme.

The latest and in a sense the most complete of the recent French successes at the Somme is a splendid example of the fashion in which the French have learned to co-ordinate their movement of troops to their artillery preparation. For the second time in a relatively brief period they have made an advance of over a mile on a considerable front, and this advance has enabled them to take possession of one of the most important highroads on their present front.

Neither the Germans nor the British have been able to achieve this same co-ordination. No such advances marked the later phases of Verdun, although the Germans frankly borrowed at Verdun the methods which were first applied by Foch in his operations, little known to the world, in Artois in May and June of 1915. Had the British been able at that time to support Foch, the campaign in France in the disastrous summer of last year would have been very different. But the British were not able; they made a gallant attempt at Festubert, suffered colossal losses and had to give it up until the fall venture at Loos, which was equally unsuccessful.

In the Artois fighting in 1915 Foch slowly and surely drew a net around one after another of the villages near the famous hill of Notre Dame de Lorette. As he is now "pocketing" Comblies and Peronne, he "pocketed" Carency, Ablain and Souchez. But at that time he lacked the heavy artillery which is only now beginning to appear in the necessary quantity; lacking the artillery, his operation was expensive in lives and had, ultimately, to be given up, but not before it had demonstrated the efficacy of his method, and at that time General Foch told The Tribune's Paris correspondent that with artillery and ammunition he could gain quite as he is now gaining.

Going back eleven weeks to the moment when the first attack was made in the Somme sector, we see that it was the French who made the original gain. Within a few days they had pushed a point nearly six miles east and reached the hills facing Peronne across the Somme. This wedge was the foundation on which the whole Somme operation was erected. In this period the British were unable to make any large initial gain. The ground they had to cross was more difficult, the Germans were expecting British rather than French operations, but this does not wholly explain the disproportionate gains of the two armies.

Having made their first great gain,

the French were compelled to wait for the British, who were occupied in the next weeks with the capture of a whole series of villages, of which Mametz was the first and Piazesses and Longueval the last. When the British had got on and were at last at Longueval, High Wood and Delville Wood, although they were still unable to take Thiepval, the French began again, pushing rather slowly out toward Clercy and Masurel. They had still to wait for the British, but finally undertook a sweeping drive which carried Clercy and Le Forest and brought them within a mile of the Arras-Bapaume-Perronne road, which is a vital detail in German communications.

Once they waited upon the British, who were held up for a long time by the little villages of Guillemont and Ghinchy, the first of which they took nearly two weeks ago, the second only very recently. But the fall of Ghinchy enabled the French to step out again and make their latest and most considerable gain. By this gain they have drawn a semi-circle about Comblies and are rapidly doing the same with Peronne, which must become wholly untenable if the French make another considerable push.

But again it would seem that the French must wait upon the British. When and if the latter push out from Comblies and bring their front north of Comblies in line with the French front to the south, then Comblies will be pocketed and will fall like a ripe cherry. But if one is to measure the probability of British progress here by what has occurred before, it will be a considerable time before Sir Douglas Haig will be able to get in line with Foch again.

Meantime on the south the French have similarly drawn a semi-circle about Chaulnes and cut the Chaules-Roye railroad, also a vital detail in German communications. They have widened their original wedge, thrust out toward Peronne, by taking a number of villages to the south. Thus the whole French forward move, which on the map resembled a long narrow spearhead ten weeks ago, is now a solid block from which two points, one north and one south of Peronne, extend into German lines.

The rapid success of the French in later days suggests that the new trenches and redoubts that the Germans have erected since they lost their first and permanent works are not standing up against bombardment very well. The German counter-attacks have been totally without effect against the French so far, although they have retaken a number of villages, temporarily, from the British. In every case the British have ultimately regained the lost ground, but there has not been that quick, clean, decisive operation which has been almost invariably in the French case.

This joint operation of the British and the French holds out a very useful and obvious lesson for Americans. Foch's army is made up, from the commanding general down, of officers and non-commissioned officers who have been trained in peace for war. Foch, to be sure, is the greatest bat-

tlefield general, on the offensive, at least, that the French have produced in the war. But as a whole the French army of the Somme is a well disciplined body of conscript soldiers operating under the command of soldiers trained for the sort of task that war is.

All this is lacking to the British. They have performed a miracle in raising the great armies that are now in the field, in equipping them and in maintaining them. This British achievement will remain a marvel in military history. But not even a miracle could turn this army in the brief time allowed into the perfect instruments which the French and German armies are to-day. It will take another year, perhaps two, before the British will have got their army into shape, and that, of course, was exactly our experience in the Civil War.

Meantime, and this is the vital point, it is costing the British three or four times as much in casualties to make their smaller gains as it is costing Foch to deliver the blows which are actually menacing German security in the Somme sector. This is the price the British are paying for lack of preparation; this is the price they have paid in every engagement so far, from the bloody shambles of Neuve Chapelle, when the brave troops who made the first startling advance died to their own guns, because of the failure to co-ordinate the guns and the men. The same thing has been rumored about the Somme battle, and it is bound to happen under similar circumstances.

It is necessary to keep in mind, in comparing the operations of the two armies, that if the British operation is more costly in life and less productive of gains, it is not less essential to the common cause and that France cannot be delivered by French armies alone. More and more, as they learn the art of modern war, particularly as their officers acquire knowledge in the higher branches of contemporary conflict, the British will become effective. And it is only when they have reached this point that France will be delivered.

At the moment the most important department of Anglo-French operations in the West is that devoted to killing and capturing Germans, not to capturing villages or taking trenches. As far as it is possible to judge, another year of this useful, but not spectacular effort will be required in the West. It is the summer campaign of 1917, perhaps the summer campaign of 1918, that will do the trick. The true measure of progress is shown in the German casualty list, and the Germans' own figures placed their losses in August at 250,000. Meantime it is also worthy of note that at the close of the eleventh week the Somme operation is taking on new vigor and the French are making gains that are little less than astonishing, given the time the Germans have now had to make their counter preparations—New York Tribune.



Don't Get Sick!

Don't wait until that Cough or Cold develops into the Cough that you are not able to throw off.

If you have contracted a Cough or Cold don't keep on saying, "Oh, it's only a cold; that will wear off after a few days!" That is just where you are making one of the biggest mistakes in your life. Try a bottle of **Stafford's Phoratone Cough and Cold Cure** and watch results. Price 25c. Postage 5c. extra.

If you have an oppression or tightness on your chest, mix equal parts of **Camphorated Oil and Stafford's Liniment** and apply to the chest on a piece of thick flannel.

Stafford's Phoratone is prepared only by

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Manufacturers of 3 Specialities:
STAFFORD'S LINIMENT,
STAFFORD'S PRESCRIPTION "A",
STAFFORD'S PHORATONE.
 sep15,17

Everyday Etiquette.

"Should a young man accompanied by a young lady take off his hat on entering a theatre or wait until they have reached their seats?" asked George.

"A young man should always take his hat off as soon as he enters a theatre," answered his father.

Stafford's Phoratone Cough Cure is the best preparation for all kinds of Coughs, Colds, Bronchitis and various Lung Troubles. Price 25c. Postage 5c. extra.—fly 22, 17

MINARD'S LINIMENT CURES DIPHTHERIA.

RED ROSE TEA "is good tea"

A SPLENDID PROGRAMME FOR MONDAY AND TUESDAY AT THE
Royal Theatre, Star Hall.
 "SOLDIERS' SONS"—A beautiful 3 act Lubin melo-drama.
 Burns & Stull as "FOKS AND JABS IN A PAIR OF SKINS."
 "A CRY FOR HELP"—Presenting Lionel Barrymore, Lilian Gish, Robert Harron. ALSO TWO SONGS.
2 SHOWS NIGHTLY—2.

Portia's Stormy Trip.

Reports a Marine Disaster — Much Damage Done to Fishing Property
 By Sunday Night's Gale.
 The S. S. Portia, Capt. Joe Kean, entered this port shortly after last midnight, having returned from the Western route. Adverse weather was encountered during the trip. Going to Bonne Bay, the terminus, fog was met. Returning she called at North Sydney for coal. Fog was again run into and the ship had to be nursed carefully along the coast.

On Sunday morning when the ship was leaving St. Mary's there was a strong breeze of wind and a choppy sea. Towards evening the elements raged furiously and the ship was forced to run to Trepassay quickly to harbor. Capt. Kean reports that the wind blew at a cyclone rate and the seas ran mountains high. The night was intensely dark, but occasionally Trepassay would be lit up with vivid flashes of lightning. Yesterday morning at daylight the wind subsided but the sea was too heavy for the ship to put out in it. Nearing noon, however, the sea slowly abated and the Portia resumed the voyage, arriving here at 1 o'clock this morning, bringing a full freight and these saloon passengers:—C. Willis, T. Barter, D. J. Burke, Capt. W. H. Bartlett, J. Dixon, Capt. T. Hallett, Sergt. Gardener, Const. Stapleton; Mesdames A. H. Milligan, B. Keeping, A. Smith, A. Power; Misses A. Mullett, V. Ross in saloon and several in steerage.

People who came on the Portia report that a great deal of damage was done along the Southern Shore, especially to fishing property. At Permeuse the American schooner Alma Nelson, fish laden, went ashore, but the chances of refloating her are bright.

We also learn from passengers who came on the coastal boat of what appears to be a marine tragedy. Early in the afternoon right near the entrance to Trepassay a schooner, supposed to be the Bonnie Lass, Captain McHath, of Salmonier, submerged and thought to have met her fate there during the terrific storm of Sunday night. With each receding wave could easily be seen from the deck of the coastal steamer the forecast, part of which was carried away and a three-reefed foresail. The schooner carried seven of a crew and all are given up as lost. On Sunday evening last the Bonnie Lass was seen in company with another craft off Trepassay and the theory is that in trying to make Trepassay Harbour she went on the Bar and foundered. Grave anxiety is felt for the fate of the seaman and crew that were in company with the Bonnie Lass.

This is to certify that I have used **MINARD'S LINIMENT** in my family for years and consider it the best liniment on the market. I have found it excellent for horse flesh.
 (Signed)
 W. S. PINEO.
 "Woodlands," Middleton, N.S.

Horses at the Front.

(From the Manchester Guardian.)
 We hear a good deal of the men at the front but little of the horses—possibly because the opportunities for cavalry work in this campaign have been few. An officer who has had a good deal of experience of the mounts of the Allied armies states that nevertheless they are playing a much greater part in the war than people imagine, especially when road traction is almost an impossibility. He related one curious fact that many of the horses sent out from England take a very long time to get used to the altered rule of the road, which on the Continent is "Keep to the right," and will persist in carrying their riders, almost unconsciously, to the left side of the road. While the newer horses are alarmed about the shells, the older army mounts take no notice of them, having been specially trained to face loud explosions, and the UK. Our correspondent claims that one of his horses merely used to wink when a shell burst close by.

Dix-Make Uniforms

have been officially adopted by the
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as well as leading Hospitals, and are worn by thousands of well-dressed Nurses who prefer
Dix-Make Uniforms to all others.



Every Garment bearing the Dix-Make label represents the result of nineteen years of infinite care and persistent effort spent in order to present a line of ready-to-wear Uniforms, which, in correct design, smart style, good fit and workmanship, would fill every requirement of discriminating wearers.

It is no longer necessary to experience the bother, delay and expense of having your uniforms made to order—not to mention the unsatisfactory results usually derived—when the Dix-Make Uniforms—scientifically tailored and ready to put on—are to be had at a moment's notice, in all sizes, at

DIX-MAKE.—This model has become the most popular Nurse Uniform ever designed. Beautifully tailored in one piece of fine, snow-white material of just the right weight and finish. With all seams felled and double stitched, and every line carefully proportioned, this Uniform is trim, smart-looking and serviceable to an unusual degree.

Price—\$4.50.
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BISHOP, SONS & CO., Ltd.
 'Phone 484. Sole Agents for Nfld.

City Fathers Meet.

A Breezy Session Over the Public Troughs Question.
 A special meeting of the Municipal Board was held last night. Coun. Tait was the only member of the Board absent.

Complaints from C. J. Fox, Secretary S. P. C. A., and from J. C. Carter, President of the T. P. U., over the shutting off of water in the public troughs and asking the Council to reconsider their decision, as it was a great hardship for horses, were introduced for discussion.

Councillor Mullaly endorsed the complaints and was sorry Councillor Tait was not present. In view of the strong stand the latter had taken in favor of the Council, he believed horse-owners were not being treated right and on Saturday last he had seen a diseased horse drink from a trough. He recommended that the Council pay more attention to the waste water in troughs.

Councillor Brownrigg was strongly in favour of the conservation of the water supply, as it was in the interest of the city, but was equally emphatic in denouncing the attitude of the Council in making dumb animals bear the burden resulting therefrom.

Councillor Morris and Councillor Vinnicombe endorsed the remarks of Councillor Brownrigg and protested vigorously against unfair and cruel treatment to dumb animals.

Councillor Ayre was the next speaker, pointing out that, as every member of the Board was aware, the water was shut off in the public interest, as the report of the City Engineer recently showed that the supply at Windsor Lake was abnormally low. He contended that if all drivers of horses attended to their horses properly there would be no cause for complaint.

The Mayor supported the utterances of the last speaker. It was for the benefit of and in the interests of the city that the water was turned off in the troughs. Drivers with diseased horses, he suggested, should carry a pail of some description to give their horses drinks, thereby avoiding unnecessary alarm.

It was moved by Councillor Mullaly and seconded by Councillor Brownrigg that the water be allowed to run continually in the public troughs again, but owing to the absence of Councillor Tait the motion was not put.

After Councillor Mullaly had asked for the erection of public fountains in different parts of the city as far as finances would permit, the meeting adjourned.
 Windsor, N.S.

AT THE CRESCENT.

A Broadway Star three reel feature "The Ruse" heads the list at the Crescent Picture Palace to-day. This great social drama is produced by the Vitaphone Company and features Joseph Kilgour and Harry Morey, "The Selig Tribune," the world's greatest news film contains a lot of instructive and interesting news items to-day. Ham and Bud are featured in "Maybe Moonshine," a fine Ham and Bud Comedy. Mr. Sam Rose sings a new ballad. Professor McCarthy presides at the piano playing the latest and best music. On tomorrow a great Biograph three reel feature: "The Smugglers."

OVERNIGHT EXPRESS ARRIVES.

Sunday's belated express reached the city at 2:30 a.m. to-day, 14 1/2 hours overdue. So violent was the storm that the train had to stop running, and fearing danger to the road bed, the engineer proceeded at slow speed until nearing the city where the road was not affected.

TO GET NEW POSITION.

Mr. Thomas Armstrong, of the R. N. Co.'s electrical station at the dry dock, will at an early date resign from his present position in order to take a position as Superintendent of the American Newfoundland Packing Company's plant at Bay Bulls.

Canada's Best Will Stand The Test

Windsor Table Salt
 THE CANADIAN SALT CO. LIMITED

Worth a Guinea a Box

As a remedy for the evil effects of quick eating, over-eating and strenuous living. The medicine that meets this need—that tones the stomach, stimulates the liver, regulates the bowels—

BEECHAM'S PILLS
 Largest Sale of Any Medicine in the World.

Don't Neglect

and neglect

War News

Messages Received
 Previous to 9 A.M.

A FISHERMAN'S REPORT
 LONDON, Sept. 25.
 A Danish fisherman reported he observed four Zeppelins yesterday travelling in a southerly direction. He says a despatch from Copenhagen in the Exchange Telegraph says that a Zeppelin was in a damaged condition and was being accompanied by two pedo boat destroyers.

ZEP LOSS AFFECT BERLIN
 NEW YORK, Sept. 25.
 A News Agency despatch from Berlin to-day says that the loss of Zeppelins in Saturday night's raid on England has stunned the public. Swiss correspondents at the German capital telegraphed that no recent reverse on the part of the German people. Correspondents reported that the two Zeppelins understood to have been among the air craft turned out recently at the Friedrichshafen factory.

GERMAN TROOPS WORRIED
 LONDON, Sept. 25.
 A correspondent at British headquarters in France says that the cent British advances, in which the straightened out their line from Courcellette on the Somme. The German capital telegraphed that no recent reverse on the part of the German people. Correspondents reported that the two Zeppelins understood to have been among the air craft turned out recently at the Friedrichshafen factory.

SOMETHING COULD BE DONE
 NEW YORK, Sept. 25.
 Celebrated
ELLIS
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 We have
 18 Hgs
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