

ANADIAN PACIFIC
Int Andrews
BY THE SEA
Days are Passing
OW, I' HE TIME
To Visit This Beautiful
SIDE RESORT
F-TENNIS-BOWLING-
TING-YACHTING-
FORING-DRIVING, ETC.
The "Algonquin"
Its famous Hotel
Closes Sept. 14th.
GOOD TRAIN SERVICE.
GOOD ROADS.
INFORMATION
From
H. N. DesBRISAY,
District Passenger Agent.
UNARD
PASSENGER SERVICE
BETWEEN
REAL AND GREAT BRITAIN
Money sent by Mail or Cable
Apply to Local Agents or
ROBERT REFORM CO. LIMITED
General Agents
100 William St., St. John, N. B.
Mr. Champlain
and after Tuesday, Sept. 3rd,
Champlain will leave St. John
y, Thursday and Saturday at
a. for Upper Jersey and Inter-
landings; returning on alter-
days, due in St. John at 1.30 p. m.
R. S. ORCHARD, Manager.
Maritime Steamship Co.
Limited.
TIME TABLE
After June 1st, 1918, a steam-
ship company leaves St. John
Saturday, 7.30 a. m., for Black's
y, calling at Dipper Harbor and
Harbor.
Black's Harbor Monday, two
of high water, for St. Andrews,
at Lord's Cove, Richardson, Le-
Black Bay.
St. Andrews Monday evening
Monday morning, according to the
for St. George, Black Bay and
Harbor.
Black's Harbor Wednesday
tide for Dipper Harbor, calling
ever Harbor.
Dipper Harbor for St. John,
Thursday.
nt-Thorne Wharf and Ware-
ing Co. Ltd., Phone 2551. Man-
sawed Company.
company will not be responsi-
any debts contracted after this
without a written order from the
owner or captain of the steamer.
CHANGE OF TIME
AND MANAN S. S. CO.
GRAND MANAN ROUTE
Further notice the S. S. "Grand
has withdrawn the summer
trips and will sail as follows:
ve Grand Manan Mondays at
m., for St. John, via Eastport,
obello, and at Wilson's Beach,
urning, leave Turnbull's Wharf,
hn, Wednesdays at 7.00 a. m., for
Manan, via Wilson's Beach,
obello and Eastport.
ve Grand Manan Thursdays at
m., for St. Stephen, via Campo-
Eastport, and St. Andrews.
urning, leave St. Stephen Fri-
at 7.00 a. m., for Grand Manan,
Andrews, Eastport, and Campo-
ve Grand Manan Saturdays at
m., for St. Andrews.
urning same day, leaving St.
ews at 1.30 p. m., calling at
obello and Eastport both ways.
OTT D. GUPPILL, MANAGER,
GRAND MANAN.
Atlantic Daylight Time.
DOMINION
COAL COMPANY
GENERAL SALES OFFICE
ST. JAMES ST. MONTREAL
W. F. STARR, LIMITED
Agents At St. John.
COAL
BEST-QUALITY
REASONABLE PRICE
Wholesale and Retail.
P. & W. F. STARR, LTD.
Smithy Street - 129 Union Street
LANDING
SYDNEY SOFT COAL.
JAMES S. MCGIVERN
42. 8 MILL STREET

BRITISH TROOPS CAPTURE TOWN OF PERONNE

MARSHAL HAIG WINS NOTABLE SUCCESS ON HINDENBURG LINE

Captures Eterpigny and Endeavors To Embarrass Marshal Von Ludendorff By Turning His Right Flank—Australians Sweep on and Encompass Peronne—German Line Shortened—Germans Have Concentrated Large Force Near Noyon.

(By Arthur S. Draper).
Special cable to New York Tribune and St. John Standard.
London, Sept. 1.—After strong German counter-attacks there has been a slight lull on the heavy fighting front along the Drocourt-Queant line but the British have nevertheless made slight progress north of the Arras-Cambrai road. Eterpigny has been captured by British troops who have also taken the strongly fortified farm at Servis.
Eterpigny is on the Hindenburg line and its capture is a notable success for Haig who is sparing no effort in his attempts to embarrass Ludendorff by turning his right flank.
Meanwhile the Australians have passed forward north of the Somme and have now captured Peronne. The Germans are rapidly evacuating the whole Agenteries amphitheatre, the British line at this writing running through Lecourt, Vichy, Chapelle, Lestrain and Doullens. Further north progress has been made about Bailieu.
Muns Shorten Line.
Ludendorff has shortened his front over eighty miles since August 8. Whether divisions have been withdrawn from other fronts to reinforce the Somme army, only the high military can say. It is certain that Foch is watching other places besides the plains of Flanders and that he is looking forward to the daily developments there.
The last four days have shown that Ludendorff has concentrated large forces in front of Horna's army and before Humber's army operating around Noyon. The enemy's center is held lightly. The natural defenses in the south are even stronger than the prepared defenses east of Arras, but the enemy's withdrawal on the north is fraught with far greater danger.
In the north counter-attacks have been made with several divisions, while in the south only as many regiments have been employed.

Will Keep On.
There are many reasons why Foch might be compelled to hasten a decision and press forward at a time when he does not enjoy the numerical superiority which he would like to have. The first of these is that Ludendorff has not regained his balance, the second is that a stop now would mean the granting to the enemy of an opportunity to dig in for the winter, and the third is that the German civilian and military morale is dropping rapidly. On the other hand, Foch has used his forces sparingly and he never invests heavily unless he is certain of his immediate returns. He has demonstrated this in every operation since July 16. If offensives have been launched at such a small initial cost as those on the Somme his patience is monumental.

Critical Time.
Next to July 15 this is the most critical date of the 1918 campaign. It is critical for Ludendorff for the enemy rather than the Allies, but it is critical because all the developments of the next few days will decide how much longer the war is going to last. The military manoeuvres are affecting morale profoundly. The Germans have escaped disaster by a narrow margin and they appreciate the fact. They are not yet out of the woods and they realize it. Foch may find an opening. Ludendorff may make a slip, and a heavy reverse will become a disaster. There are about two months of fighting weather remaining and in that time many things may happen. It took less than a month to produce what was almost a military miracle. The conditions now are infinitely more favorable for the Allies and there is cause for optimism.

The British Push.
Meanwhile if the British in the north push toward Douai or Cambrai, or the French toward Leon, it will be almost impossible for Ludendorff to spend the winter in these famous prepared positions.
Foch is still withholding the bulk of the American forces though a number of these have been engaged in hard fighting north of Soissons. Beyond Noyon and Soissons Foch is driving a wedge between two wings of the German army. The further back they are driven the more difficult it will become for troops of the Crown Prince to come to the assistance of the armies of Prince Rupprecht and Von Boche, if that is necessary.
Two wings of the German army whose communications lie in different directions can co-operate on the Hindenburg line, but once the Germans are compelled to retreat further, Foch will have manoeuvred them into a perilous strategic position, enabling him to concentrate on one wing and defeat the enemy in detail. Anticipating this plan, Ludendorff is now fighting with desperation at all parts of the line, notably between the Bapaume-Cambrai road and Arras, southeast of Lens and in the region of the Oise, Attelle and Chemin-Des-Dames.
Franco-American troops are now advancing in the Chemin-Des-Dames sector, on the heights along the railway from Soissons to Anky Le Chateau.

Saturday's Statement.
London, Sept. 1.—The text of the Saturday official statement follows:

AMERICANS ACT AS SHOCK TROOPS IN FOCH'S ADVANCE

Wall of Flame Creeps Ahead of Franco-American Man Waves and Tanks As They Leave the Positions of Departure—Wilbur Forrest Graphically Tells of Most Remarkable Scene He Has Looked Upon in the War.

(By Wilbur Forrest).
Special Cable to N. Y. Tribune and St. John Standard.
With the American Forces north of Soissons, Sept. 1.—Acting as shock troops the Americans have advanced taking part in Foch's great attack. I have been on the ground over which our troops went forward. The advance began at sunrise and before long they had disappeared over the undulating battlefield with the enemy fighting his usual rearguard and machine gun actions.
In this particular sector, which is the most important strategic sector of all, the enemy is out of sight and the French tanks have been seen. The French tanks have been seen in the distance, and the French tanks have been seen in the distance, and the French tanks have been seen in the distance.
At daybreak the Franco-American guns of all calibres which have been massed in the sector since Tuesday let loose with an inferno which made the skies tremble and the earth shiver. Miles of fiery stabs along the ridges and in the hollows of the valley of the Aisne resembled a thousand fireflies on a summer night. These were the allied guns firing. Westward I could see their shells exploding in the German positions.
Wall of Flame.
Then the guns ranged the entire line and a wall of flame crept ahead of the Franco-American man waves and tanks as they left the positions of departure. Two hours later at a great shout where both French and American generals were assembled, reports of success began to filter back from the first line by means of aeroplanes, telephone wires and pigeons.
Three hours after the attack began American officers were talking by telephone to comrades in a village held by the Boches during the night. Wounded and prisoners were coming back at 10 o'clock, though more prisoners than wounded.
A wounded lieutenant who left Berlin, Wisconsin, a few months ago for Berlin, Germany, told me in an advanced dressing station:
"I won't get there, perhaps, but the way our men were going when I got mine, it looks like they'll arrive."
Before noon thousands of men were crossing. They were silhouetted atop the ridges by thousands. They were the reserves moving into position.
Remarkable Scene.
"It was the most remarkable scene I've looked upon in the war. The reserves follow close behind the first line of advance. When the first line flags, the reserves pass through. A famous division were in the American reserve. It is the highest honor General Foch could pay American troops. At this hour they have entirely up held his confidence in them."
The correspondent spent the night

Using Brown Sugar.
That brown sugar is the wonderful vogue in war days, is the opinion of many housewives in the city. Formerly this form of sweetening was little used, and consequently held a poor sale. Today it is in good demand, stated a local grocer yesterday, as it equals three-fifths the sale of the granulated. Due to its excellent properties for cooking purposes in various ways it has now become the vogue, as one housewife expressed it. The morning meal calls for this form of sweets for cereals, tea and coffee. Asked if it retailed much cheaper than the granulated sugar, the grocer said very little cheaper these days, but recent food restrictions have caused this sugar to be used more so than in the past.

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SUMMER COMPLAINT CAUSES MANY DEATHS AMONG INFANTS

If every mother would keep on hand during the hot season, a bottle of Dr. Fowler's Extract of Wild Strawberry, she would be saved a great deal of anxiety and her baby a great deal of pain.
Hundreds of infants are carried off annually through neglect of this simple precaution. There is no remedy so safe and effective for the cramps and pains in the stomach, cholera infantum, the diarrhoea of teething children and none which has saved so many babies' lives during the past summer as Fowler's Extract of Wild Strawberry. Two years it has been on the market. Mrs. C. W. Cooper, Collingwood, Ont., writes: "When my little boy was four months old he had a very bad attack of summer complaint. Nothing seemed to do him any good that was prescribed by the doctor. He got steadily worse until we thought he would lose him. One day a friend with children of his own, asked me if I had ever used Dr. Fowler's Extract of Wild Strawberry. I at once bought a bottle, but with no hopes of it doing any good, as so much else had failed, but to my surprise and wonder, I soon saw a change in baby, much to his great relief, and we soon had him well again.
I now keep it in the house all the time, and when the children show any signs of diarrhoea it never fails to check the attack."
There are many substitutes for "Dr. Fowler's" on the market. Don't accept any of them. Get the genuine put up by The T. Milburn Co., Limited, Toronto, Ont. Price 35c.

Quinine's herd. Both spoke English. "How do you like Americans fighting?" asked one. "Americans are very brave," he answered.
The officer was a lieutenant commanding a company in the 157th Prussian regiment of the Seventh Prussian division. He said they arrived in the sector Monday night wholly unaware that Americans were against them. They were completely surprised. The Americans outflanked his company and their small losses were due to the fact that they surrendered en masse. As this batch of men surrendered the enemy on the left were counter-attacking the Americans before they reached the line of resistance. The attack failed utterly and the doughboys swept on.
As this is written the enemy just counter-attacked again with the same result. Officers attributed the surrender of the Boches to destruction of the machine guns by allied artillery fire.

All in a Line.
Towards daybreak all the American troops were safely in line, and the French troops en route to the rear. Promptly at seven a. m. massed Franco-American guns on the sector let loose. The air was terrific. Doughboys and Poles followed the most perfect barrage I've ever seen, up slopes and over ridges.
The barrage was made more vivid by the slate blue clouds that seemed to sweep every foot of ground slopes, throwing tricolored smoke high in the air like a wall. Then it mounted the crest and I watched the doughboys silhouetted against the sky on top of the ridge disappear beyond. Thereafter, their rockets asking the guns to lengthen the barrage wall were continuous, showing a steady progress.
Suddenly, great mushroom clouds of white smoke leaped skyward beyond the ridge and it was evident that our fire was plunging over the enemy ammunition dumps and that they were going up with a bang.
The enemy artillery which was practically silent all night along didn't wake up until—its fire then began to peek the great, and slopes but too late.
From my observation post then I saw the line of men moving along roads guarded by doughboys with bayonets at strict attention. Joining the prisoners the Tribune correspondent marched rearwards where this story is being written.
One of the doughboys here was Francis W. Outmot, of Tacoma, Tennessee, cousin of the famous gilder. Another was a full blooded red Indian whose father with a white collar and a Carley education added his tribe in fighting the battle against American troops on the Minnesota Lakes twenty years ago. Olmest's father is president of the Great Lakes Engineering Works of Detroit.
Two Boche officers were among

BRITISH TANKS UPROOT ENTIRE FRENCH VILLAGE

In Allied Offensive It Was Necessary To Demolish Place To Get At German Machine Gunners Hid in Buildings.

London, Sept. 2.—(British wireless service)—British tanks uprooted a whole French village to stop the fire of German machine guns from the houses in the recent Allied offensive. The French troops had been seriously hampered by the German machine guns in or on the tops of the houses. Tanks were in the vicinity of the village and decided, in a hurried impromptu war council, to destroy the village by sheer weight of metal.
The tanks accordingly rammed house after house, bringing down the machine guns, extracting themselves from the ruins of one house, then proceeding to the next. In this way the village was captured without a single British casualty, and at once occupied by the French.
In another attack a tank was set on fire, the officer in command was killed and the first driver severely wounded, all within the German lines. The second driver extinguished the fire, assumed command, and later in the day, drove back single-handed, preceded by about fifty Germans whom he captured unaided.

Another tank, temporarily knocked out, constituted itself into a strong point inside the German lines, and held out for five hours until the infantry arrived.
Mrs. Edith Irvine and son Donald, of Sussex, are the guests of Mrs. C. S. Kierland this week.
Miss Helen Dale and Mrs. Harrison, of St. John, are the guests of Mr. and Mrs. Stanley Harrison.
Miss Sarah Collins spent a few days with her aunt Mrs. Charles Paterson. The Misses Dishart of St. John

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WEEPING ECZEMA SOON RELIEVED

A Perfect Treatment For This Distressing Complaint

Wasing, Ont.
"I had an attack of Weeping Eczema; so bad that my clothes would be wet through at times. For four months I suffered terribly. I could get no relief until I tried 'Fruit-a-tives' and 'Sootha Salva'. The first treatment gave me relief. Altogether, I have used three boxes of 'Sootha Salva' and two of 'Fruit-a-tives', and an entirely new skin has grown. 'Fruit-a-tives' is also put up in a trial size which sells for 25c.

were week-end visitors at the home of the Misses Jenkins.
Mr. and Mrs. M. H. Dunlop have gone to Toronto for a few weeks.
Mr. Glen Smith was a week-end guest of Mr. Louis LeLacheur.
Mr. and Mrs. Wm. McLean, of Saskatoon, accompanied by Misses Nan and Frances McLean, of St. John, were the guests of Mrs. Melick during the week.
It is hoped all will respond liberally to the appeal of the Navy League on Thursday, Sept. 5th, when every person will be given an opportunity to show their appreciation of the great work of the British Navy. Young lady canvassers will start out from Grand Bay and solicit from the families in the sections allotted to them which will include Marton, Grand Bay and Padenec.
Miss Alice Hawkins has returned from Grand Lake where she was the guest of Miss Alma Gale.
Mrs. Walter Vaughan, of Adamant, spent Wednesday with her parents, Mr. and Mrs. James Barnes.
Miss Ida Belyea is visiting her friend, Mrs. Frank Harties at Grand Falls, Newfoundland.

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For Infants and Children
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Polarine

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"Makes a good car better"

For Piston Rings

A piston ring "seal" maintains the power of your engine for bucking steep grades, for racing at top speed and for loading along on high. When the oil film between the piston rings and cylinder walls has the correct body and lubricating qualities it holds compression tight, keeps your engine running quietly, makes your motor responsive to the slightest shift of the throttle.

IS YOUR CAR A GOOD CLIMBER?

Almost any car makes a good showing along smooth pavements and up gentle grades. But to take stiff grades on high, to get a flying start when you open the throttle, to get most miles and most power out of every gallon of gas, requires piston rings made gas-tight with an oil of the right body and lubricating quality—an oil that forms a seal between piston rings and cylinder walls, that minimizes wear, that helps the gas to give full value in dependable power.

Polarine

has just the right body to form this gas-tight seal between the piston rings and cylinder walls. It does not break down or lose its lubricating qualities under intense heat. It doesn't gum in summer nor congeal in winter. It overcomes friction and lessens carbon trouble—lengthens the motor's useful life and keeps it in prime condition the year round.

Polarine is made in two grades—Polarine and Polarine Heavy. It is supplied in one-half, one and four gallon sealed cans, also in 12½ gallon steel kegs, barrels and half-barrels. There are also Polarine oils and greases for effective transmission and differential lubrication.

Buy Polarine where you get Premier Gasoline—at the sign of the "Red Ball."

Write us at Room 704 Imperial Oil Bldg., Toronto, for interesting booklet on Polarine for Automobile Lubrication

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BRANCHES THROUGHOUT CANADA

WE SELL
IMPERIAL OIL
Premier Gasoline
Polarine MOTOR OIL

POLARINE FOR PISTON RINGS

McCormick's

Jersey Cream Sodas

Sold fresh everywhere. In sealed packages.

ON the outskirts of the city—in a meadow—where the sun shines brightly, the birds sing and the air is pure and fresh—there stands a great snow-white palace—the home of McCormick's Biscuits—the finest biscuit plant in America. With our unsurpassed facilities it is natural to expect McCormick's Jersey Cream Sodas to be the finest in the land.

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