



## Evening Telegram

W. J. HERDER, - - Proprietor  
W. F. LLOYD, - - - Editor

WEDNESDAY, Jan. 6, 1915.

### What Our Overseas Kinsmen are Doing.

Yesterday we dwell generally upon the solidarity of the Empire as shown by the military and naval efforts being made by our kinsmen in the great Dominions. To-day we purpose to go into some of the aspects of it in greater detail. The Dominions of Canada, Australia and New Zealand have already sent forward to Europe or Egypt about 60,000 men. But this by no means covers all they have done and are doing. Australia and New Zealand have some advantages in raising expeditionary forces. Both dominions had instituted compulsory training, but the institution is still in its infancy and had not grown sufficiently to make the task an easy one. Under the Lord Kitchener scheme, eight years were allowed for the building up of the Australian army, but less than half of that period has elapsed since the scheme was started. The citizen army was still in the making. The task undertaken by the Australian War Department on the outbreak of hostilities was as follows:

1. The mobilization of 10,000 men for local defence, including the transport of 1,000 men fully equipped from Townsville to Thursday Island, i.e., from a town on the Northeast Coast of Queensland to an island in Torres Strait, north of Cape York and near New Guinea with its German colonies.
2. Raising, equipping and despatching a combined naval and military expedition to co-operate with the fleet in certain Pacific operations.
3. Organizing and equipping an expeditionary force of 20,000 men for Europe.
4. Raising additional units for reserves and lines of communications.

These efforts have all been successful. The Australian contingent were all made up as follows: Victoria, 7,430; New South Wales, 6,420; Queensland, 2,380; South Australia, 1,770; Tasmania, 1,070; Western Australia, 840.

A second contingent has been raised for foreign service and a third is now being raised.

New Zealand raised and despatched a force of 8,000 men for Europe. They were sent early in October, and it is understood that both contingents were disembarked in Egypt and are now guarding the Egyptian frontier and the Suez Canal from the attack of the Turkish Expeditionary force from Syria.

In addition New Zealand despatched an expedition of 1,200 men which took possession of German Samoa.

In South Africa, General Botha has got together a force exceeding 30,000 men, which after disposing of the rebellion, will operate mainly in German South West Africa.

Rhodesia also raised and equipped 500 men and is now raising 500 men more.

Canada has already sent forward to England 32,000 men, and another contingent is getting ready to be sent over.

Newfoundland is also doing her part. Her contingent of over 500 men are already at Fort George. Another 500 volunteers will be available in a short time, and the naval force of 750 men or so, already on active service, will soon be brought up to 1,000.

**CANADIAN VOLUNTEERS.**—From Private Bert Channing of the First Newfoundland Regiment who returned by the Stephano yesterday, we learn that twenty-four volunteers of the Canadian contingent, who were also invalided, arrived at Halifax by the S.S. Principia, the ship in which he crossed from England. The passage across occupied fifteen days, and during the voyage the ship was held up twice by British cruisers. She was also delayed considerably by fire in the bunkers.

## LATEST From the Front.

11.00 A.M.

### AUSTRIAN BATTLESHIPS OUT OF ACTION.

GENEVA, To-day. Recent reports that the Austrian battleships Veribus Units and Radetzky had been damaged during attack by Anglo-French fleet on Pola are confirmed from Trieste. Both battleships torpedoed are now docked at Pola and will be useless for a long time.

### ITALY'S WAR FEELING RISING.

ROME, To-day. The death on French battlefield of Lieut. Bruno Garibaldi has caused a revival in public sentiment throughout Italy in favour of war. Feeling is being augmented by the belief that the Italian Military preparations have now been perfected. About 1,000,000 men will be under arms within the present month, and another million are being armed in reserve ready to be called out at a moment's notice.

### ANOTHER GARIBALDI KILLED.

PARIS, To-day. Another son of General Ricciotti Garibaldi has been killed in action. The French War Minister has sent condolence to the family.

### A DOUBTFUL GUARANTEE.

LONDON, To-day. Although the Foreign Office regards with high favour the American Government's plan of certifying cargoes, loaded under the direction of officials of the Treasury Department and destined for European ports, it was said that England cannot accept such certification as an absolute guarantee of the nature of cargo, in case any cause for suspicion arises after the vessel leaves America. In other words the right of search cannot be waived because of the possibility of shifting cargoes at sea and of the impossibility of having the Treasury Officer who issues certificates accompany the ship to her destination to guard against smugglers who may carry copper or other contraband on small ships to be transferred at sea.

### CARDINAL MERCIER ARRESTED.

AMSTERDAM, To-day. A despatch from Rosenthal says that Cardinal Mercier, Primate of Belgium and Archbishop of Malines, has been arrested by the German authorities and held a prisoner in his own Palace at Malines under a military guard. The Cardinal's arrest was the result of a Pastoral letter issued by him and read in churches throughout Belgium on Sunday. In his letter the Cardinal is said to have referred to the occupation of Belgium as follows:—"This power has no legal authority and consequently you owe it in your heart neither allegiance nor obedience. The only legal authority in Belgium is that pertaining to our King, his Government and the representatives of the nation."

1.30 P.M.

### GERMAN SPIES ARRESTED.

NEW YORK, To-day. Charles Walter, Attorney of Toronto, Ontario, announced to-day, upon returning to New York from England aboard the steamship Minnehaha, that forty-three German spies had been arrested among the Canadian contingent of troops, which sailed to England last fall. Walter said that he had been largely instrumental in identifying the prisoners and in causing their arrest. "All the men," he said, had enlisted as Canadian troops. One of the forty-three, according to his announcement, was killed by members of the company in which he had enlisted, when the charge was made that he was a German spy. The troops set upon this man and killed him, before the officers could prevent it. Mr. Walter asserted. The other forty-two alleged spies, according to Mr. Walter, had been locked up. "What was done with them after he said he did not know."

2.00 P.M.

### TRYING TO FORCE THE DARDANELLES.

LONDON, To-day. A Berlin wireless despatch says: "An Athens despatch says that the Franco-British are attempting to force the Dardanelles and are being blocked by heavy bombardment of the fortress. It is said that one torpedo boat was slightly damaged."

### TUNNEL THROUGH PYRENNES PIERCED.

Paris, December 31 (2.45 p.m.).—The Fox Tunnel, through the Pyrenees, was pierced yesterday. It is part of a new line of railroad communication between Paris and Barcelona, by way of Toulouse. The last link of this line, from Aix-les-Thermes to Ripoll, Spain, is now in course of construction.

## Headquarters for Cake

JOHN B. AYRE.

### This Date in History.

JANUARY 6.  
Full Moon—Jan. 1.  
Days Past—5 To Come—359  
Epiphany—Twelfth Day.  
EPIPHANY, a Church Festival intended to commemorate the manifestation of the Infant Jesus to the Gentiles. It falls on the 6th January and in the 4th century the Eastern Church celebrated on this date the Baptism of Jesus and also His Birth. About the same period the Western Church observed the Feast of the Nativity on December 25th. By the next century the Western custom had spread to the East, and the Eastern to the West, so that while December 25 came to be universally observed as the day of Nativity, the feast of January 6, twelve days after, was retained as the Epiphany—the manifestation of Jesus to the Magi who had been guided by the Star.  
FIRST MASS in Roman Catholic Cathedral, St. John's, 1850, said by Bishop Fleming.  
S.S. LION DISASTER in Trinity Bay. Left St. John's for Trinity on a clear night and was lost with all on board. The catastrophe is supposed to have taken place near Bacallieu Tickle.

### RELIEVING GUARD.

Came the relief. "What, Sentry, how! How passed the night through thy long waking?"  
"Cold, cheerless, dark—as may befit The hour before the dawn is breaking."

"No sight? no sound?" "No; nothing save The plover from the marshes calling. And in yon western sky, about An hour ago, a star was falling."

"A star? There's nothing strange in that."

"No, nothing; but, above the thicket Somehow it seemed to me that God Somewhere had just relieved a picket."

—Bret Harte.

### Curling.

At the weekly meeting of the Committee of Management of the Curling Association, held last night, Mr. Jas. Jardine handed as a donation the President, Mr. H. W. LeMessurier, a handsome set of pipes, which will be played for on a game of points. Each player is to subscribe 50c. each and the proceeds will be devoted to the Patriotic Fund. Messrs. T. J. Duley and C. R. Duder also offered prizes for the same purpose. Arrangements are now being made for Charity Day, which promises to be the most successful yet.

### SATISFACTORY PROGRESS.

The volunteers of the second contingent of the 8th. Regiment, are making satisfactory progress in rifle shooting. At the miniature range, many of the scores run up to thirty and over out of a possible forty, while at the long distance range at the Southside a good general average is maintained.

### TAKE NOTICE.

We publish simple, straight testimonials, not press agents' interviews, from well known people.  
From all over America they testify to the merits of MINARD'S LINIMENT, the best Household Remedy.  
MINARD'S LINIMENT CO. LTD.

### Cape Report.

Special to Evening Telegram.  
CAPE RACE, To-day. Wind S.W., strong, weather dull. Two three-masted schooners passed yesterday afternoon and a steamer Torehead and Other east. Nothing sighted to-day. Bar. 29.73; ther. 28.

### M. I. A. SWIMMING CLUB.

There will be an emergency meeting of this Club on Thursday evening, Jan. 7th, at 7.30 o'clock, at the Seamen's Institute. As the business to be transacted is of great importance it is desirable that every member make an effort to attend. A. STANLEY HARVEY, Sec'y.—Jan 5, 21

# MISTAKES COST MONEY.

but you make no mistake by buying space in

## THE "EVENING TELEGRAM."

Read the following SWORN statement for the past twelve months:

### Information for Our Advertising Patrons.

Daily Record of Sales of the Evening Telegram for 1914,

110,733 OVER 1913.

Date	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
1—	H	S	S	6034	5968	6027	5702	5801	6475	6200	S	6113
2—	5392	6025	6042	6937	6305	5950	5781	S	6134	6190	6430	6463
3—	5458	5956	6145	7492	S	H	5595	6257	6354	6291	6460	6214
4—	S	5826	5881	11567	6385	5862	5800	6529	6491	S	6492	6200
5—	5728	6000	6152	S	6255	5895	S	H	6558	6540	6286	6228
6—	5485	5892	5902	7799	6232	5777	S	6587	S	6203	6241	S
7—	5600	5975	5961	7183	6226	S	5794	6710	6432	6412	6519	6200
8—	5788	S	S	7072	6062	5730	5689	6641	6455	6265	S	5975
9—	5667	5796	5903	6869	6197	6009	5903	S	6017	6244	6496	6227
10—	6121	5876	6121	H	S	5968	5643	6731	6396	6338	6096	6304
11—	S	5608	5820	6847	6145	5940	5878	6609	6293	S	6540	5678
12—	5771	5879	6133	S	6307	5772	S	5983	6235	6292	6277	6287
13—	5766	5962	6126	6668	6240	5960	5975	6630	S	6333	6279	S
14—	5877	5893	6254	6489	6106	S	6000	6256	4930	6332	6190	6370
15—	5912	S	S	6476	5821	6023	H	6364	6190	6269	S	6029
16—	5800	5907	6228	6416	6112	5942	6044	S	6238	6298	6613	6139
17—	5842	5911	H	6490	S	5796	5803	6504	6220	6272	6768	6000
18—	S	4712	6264	6100	6329	5862	5862	6472	6024	S	6329	6140
19—	5803	6067	6184	S	5906	5854	S	6228	6208	6466	6025	6288
20—	5744	6001	6235	6693	5815	5853	5931	6276	S	6338	6027	S
21—	5246	5991	6254	6316	5992	S	5990	6209	6412	6308	6134	5823
22—	5768	S	S	6435	5668	5911	5618	6093	6362	6300	S	6172
23—	5754	6000	6262	6275	5973	5802	5826	6262	6292	6292	6413	6210
24—	5832	6001	6262	6412	H	5757	5877	6318	6120	S	6186	H
25—	S	5733	6157	6344	S	5895	5714	S	6218	6062	6378	6247
26—	5836	6053	6356	6131	5960	5736	5144	6122	S	6508	6203	S
27—	5878	5958	6339	6333	5892	S	5834	6122	6167	6442	6296	5911
28—	5759	5986	6339	6203	6149	5704	5595	6330	6230	6324	S	6131
29—	5896	...	6516	6236	5907	5836	5741	S	6440	6161	6052	6025
30—	5910	...	5254	...	S	...	5901	6433	...	6050	...	6104
Ttl.	149532	141008	152997	169872	151847	146551	144505	157826	161825	170275	157893	159762

Total Number of Copies—1,863,393. 304 Days of Issue. 6,129 Average Issue.

### AFFIDAVIT.

I, WILLIAM J. HERDER, of the City of St. John's, Newfoundland, Proprietor of The Evening Telegram Newspaper, being duly sworn do depose and say:

- 1.—That the average circulation per issue for the year ending December 31st, 1914, was 6,129 copies.
- 2.—That this statement of circulation does not include any spoiled sheets, destroyed papers, returned copies, or papers sold in any other way than day by day in the ordinary course of trade to news dealers, news vendors and subscribers, including "exchanges".
- 3.—That the above tabular statement is a correct report of the 304 issues of The Evening Telegram for the year ending December 31st, 1914.

And I have signed, WILLIAM J. HERDER.

D. F. KENT,  
Commissioner of Affs.

Quality and Quantity is what THE EVENING TELEGRAM offers its patrons.  
Our Motto: "A passion for giving the advertiser the utmost value for his dollar."

## Count the Returns, NOT the Cost!

### Durango Arrive Safely

Was Twenty-Seven Days Out From Liverpool—A Stormy and Eventful Trip.

After being buffeted by the stormy billows of the Atlantic, as numerous storms and hurricanes of all kinds were encountered during the lengthy trip from Liverpool via Queenstown, the Furness Liner Durango, Capt. F. W. Chambers, steamed slowly into port at four o'clock last evening. Crowds of people rushed to the Furness pier where the ship docked, as much anxiety was beginning to be felt for her, but the wonder and surprise was that the ship came through with scarcely a feather out of her while the gallant and jovial Capt. Chambers fared off equally well, if not better. Capt. Chambers has survived many terrific storms since running here for the past quarter of a century, always with good luck attending him but he never saw such a continuation of heavy gales as in his latest experience. Talking to our representative, Capt. Chambers said "the ship did everything but stand on her head."

The Durango left Liverpool late in the afternoon of Wednesday, December 9th, and at the very outset ran into thick fog. The ship had to be stopped in the River Mersey, as the fog was so thick that the forecastle head was not discernible. It was noon the following day before the fog

started to lift and two hours later the ship got under way again. On Friday when the land was first lost sight of a strong westerly gale with heavy sea sprang up. The Durango's engines began to race frantically as the ship was light in ballast. Ere long, propeller out of the water. Ere long, owing to the heavy strain, the intermediate crank shaft couplings became loose and Capt. Chambers decided to abandon the voyage until repairs were effected. The ship was then about one hundred miles west of Queenstown, which port was reached after a fourteen hours' run on Sunday morning. Complete repairs, occupying five days, were made after which the vessel continued the passage, leaving Queenstown on Friday. Terrific weather was immediately met. A westerly gale came on and gradually increased in force, accompanied by mountainous seas. The ship was badly buffeted being so light in ballast. The wind veered to N. W. with increased velocity and the engines again started to race rapidly, but fortunately withstood the pressure. The ship hove to for practically two days before there was a lull in the storm, during which time her decks were constantly swept and other parts of the ship inundated by huge seas. On one occasion while the ship was laboring heavily several large "combers" were shipped and not a few of them reached the top of the smokestack. During this battle with the elements

the wheel rods and chains aft were broken, throwing the steering gear out of kilter. It was impossible to move about decks and it was only at great risk and after much difficulty that the engineers made repairs. After that a series of heavy gales, with the wind from every point of the compass, experienced and the ship lay to for eight days making little if any progress.

Capt. Chambers reports having had very little snow and never had any frosty weather until the day before yesterday. On the ship's arrival delay was had in berthing the ship, as the anchor chains refused to work, being frozen to the blocks. The ship brought a large mail and 400 tons of cargo.

All are glad, no doubt, that Capt. Chambers and his hardy crew turned up safely and are all well.

### Sealing Commission.

(Tuesday, Jan. 5.)

Joseph Roper, sworn, to Dr. Lloyd, is optician and watchmaker. De-tailed the working of the Barograph, produced the records of his instrument from March 30th last to April 2nd, and compared the readings with those from the Board of Trade instrument. From 8 a.m. until midnight of 30th March, there was a fall of one fifth of a degree, the falling continuing until midnight Tuesday, to the

extent of one degree and a tenth. Such a drop would not be unusual at certain seasons of the year, as in the spring; a quick falling barometer indicates nearness of storm. The Barograph is very commonly used on land. The moving of a ship at sea would disturb the recording pen. Witness described the uses of barometer. Witness does not set the barometers of all ships going to the ice. It is not usual to have them all set. Unless set to the standard all barometers do not record the same readings at the same places. Barometric reports sent to Toronto from the ice would not be useful unless the barometer was set to standard. They should be set once a year. Most of the sailing steamers in foreign trade carry deck thermometers, but not all the wooden steamers. Pocket compasses as used by the men are not always reliable, but if properly cared for are all right. Pocket barometers might be used by master watches at the ice. These instruments cost about \$10.00.

To Judge Johnson.—All barometers should be set to sea levels. A barometer once set should be reliable for twelve months. It would be desirable for master watches to have a barometer and compass properly set and compared with those of the ship, for use on the ice.

The Commission sits again on Friday.

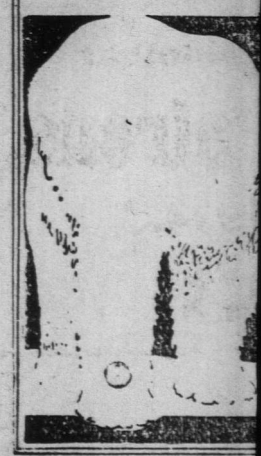
MINARD'S LINIMENT CURES GARTH IN COWS.

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## War News

### Messages Received Previous to

### PROGRESS SLOW BUT

PARIS, Jan. 5.—

In Belgium, despite the difficulty of the ground rendering the Dunes opposite Nieupoort in St. George's district of the army gained two hundred to three hundred metres, capturing the trenches. At certain points the artillery silenced the enemy's batteries.

From the Lys to the Oise, the Dunes de la Lette region, Lens, we have, thanks to our grenades, completely captured the enemy's supply lines.

In the neighborhood of the enemy blew up and our trenches, but a counter-attack on our part resulted in its failure. From Oise to Vosges the infantry action, and in the Rheims districts artillery.

Our batteries successfully harried German positions in the valley in the Perthes and districts.

Some artillery success in Argonne and on the Meuse. In Alsace, southeast of Metz, we entered and strengthened the hamlet of Creux d'Argonne, metres west of Orbery.

Gains realized on the road to Cerny were maintained. A metre cast of Old Thann, fire of four heavy artillery German batteries two kilometres of Tarnhaupteaux.

### THE RUSSIANS IN H

PETROGRAD.

Russians have occupied garrison townships. Several of the Austrian Army are in the Carpathians.

### CAPTURED SAILORS

LOS PALMOS.

The German steamer here a hundred sailors, to her by the German officer Kronprinz Wilhelm.

The crews of four French vessels captured and sent to the hands of the German. French steamer Montagu, Dec. 4th, the British steamer, sunk the same day, sailing vessel Anne Marie, Sept. 17, and the French sunk Nov. 22nd.

### BRAZIL TAKES A

RIO JANEIRO.

The German steamer, the harbour of Pernambuco, for German warships in South American waters. Federal government from office the authorities have guarded against neutrality. The results have also been ordered of inquiry.

### TURKISH TRICK