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## Evening Telegram

W. J. HERDER, - - - Proprietor  
H. A. WINTER, B.A., - - Editor  
WEDNESDAY, Sept. 26th, 1917.

### Vengeance From the Sky.

Bitter experience has taught England to expect murderous air-raids with the monthly return of the full moon, by the light of which the murderers, themselves practically invisible, are guided to their mark. The expectation has not been disappointed this time, and we shall be surprised if several more raids are not made before the week is out. Even the discredited Zeppelin has come out again after long abstinence.

The Daily Mail makes the usual outcry for reprisals. The Daily Mail ought to have more sense. Supposing the reprisals were made and were brilliantly successful (though the chances are very great against success)—supposing, that is, that a whole German town or two can be laid in smoking ruins—does anyone imagine that that would cause the powers that direct the raids against England to desist? Do the Kaiser and Hindenburg and the rest care a jot who is hurt but themselves, whose property destroyed but their own? Rather would the event be used to stir up a hatred of England which would insist on a more intense prosecution of the campaign against her. On the other hand, we should lose by the detachment of the necessary machines from far more important work, and in all probability lose many of the machines as well. Those who think that England can do what Germany does with the same relative impunity had better give up talking about the war. Our aim, to get at any German town except the coast ones (which are heavily protected), must cross the German army lines, which means that their passage is almost certainly detected long before their object is reached. Hostile squadrons will engage them at once, anti-aircraft guns will shell them all the way out and back again. Look on the other hand, at Germany's position. Zebrugges, on the Belgian coast, is 140 miles from London, 160 from the English cliffs. With a favourable wind the distance can be covered in an hour, and the intervening space cannot be patrolled. The utmost we can do is to improve our defensive measures, and there would seem to be much room for improvement, though the daily story of the war in the air above the lines themselves shows that there is a limit, as there must necessarily be, to what the defence can achieve in fighting of such a nature.

But, as a matter of fact, these raids are almost entirely to our advantage, just as reprisals would be to that of the enemy. We are fighting Germany, not irritating her, and we can only defeat her by military methods. Any fighter will agree that these dastardly attacks are of no military value to Germany whatever. If they have any military value at all it is to the Allies, for while they kill a few civilians they keep alive that steady hatred and horror of Germany which is the world's best asset to-day, and without which the world would never have peace.

Further, it is surprising that so few see in this miserable business a striking instance of the Germans' extraordinary shortsightedness. At the very outset of the war, the one reference of the Kaiser to Britain's "contemptible little army" did the work of a thousand recruiting sergeants in raising that army to the dimensions and power which have made it his most dreaded foe. Yet he expressed the opinion of all Germans at the time, utterly unable as they were to foresee that growth or the effect of the

sneer. Precisely the same egregious folly marks the present German attitude towards America. If they had the slightest commonsense they would pretend to be mightily afraid of the States, instead of pouring contempt upon her efforts, the most effective stimulus that ever was or ever will be devised to urge a nation to do its utmost. Next year Germany will feel the effect of this piece of wisdom also. A more direct lesson is learned from the course of the various barbarous methods initiated and introduced by her in actual warfare. The Germans loosed their abominable gas upon the Canadians at Ypres. To-day, by more than poetic justice, the Canadians, near the same place, make life a hell for the harassed garrison of Lens, rolling upon them at every favourable chance clouds of gas which seeps to every corner of the cellars where they hide, making them death traps. The Germans sprayed the French and British trenches with liquid fire. To-day French and British machines deluge the German trenches that are near enough with seas of blazing oil. The Germans have murdered British sailors by the hundred on the high seas. Not to-day, but to-morrow, when peace comes, no German ship will be allowed into a British port, no German seaman receive the slightest courtesy in the code of the merchant marine; they will be ostracised by the force of a feeling which no government, no treaty, will have power to eradicate. And so with these air raids. The day of vengeance is not yet, but it approaches. Sooner or later the German hordes will be hurled back upon the Rhine. The war may end then, but probably will not. It is safe to say that if Germany had never dropped bombs on defenceless cities, no defenceless city would have been molested purposely to the end of the war. As it is, many great German cities will then be within easy range, the English towns far removed. And what will be the power of the Allies' air service then, with America's assistance thrown into the scale? The bombs that rain upon London now will be a mild shower beside the storm that will descend upon Strasburg and Coblenz, Frankfurt and Cologne. Germany will know then what war is, or what she has made it. The prospect is not a distant one, it grows very near. It is what we should fasten our eyes upon when the messages tell the tales that now come over the wires.

### Two Men Injured on Motor Cycle.

About 6 o'clock last evening Mr. H. Carey, accountant at the Mount Pearl Wireless Station, and a man named Lytho, rigger at the same place, met with a slight accident while coming out the Topsail Road on a motor cycle. At the time of the accident they were passing the General Protestant Cemetery. Mr. Carey was sitting on the machine while the other man occupied the side car, when the back tire blew out and both men were thrown from the machine. Mr. Carey fortunately escaped with but a slight cut on the forehead, his companion not being so fortunate, as he was completely knocked out, being unconscious for some time. Dr. Scully was summoned and hurrying to the scene attended to their injuries. This morning both were fully recovered and the former was able to attend to his regular duties.

### Jewish Day of Atonement.

The observance of the Festival of the Day of Atonement by the Jewish people throughout the world, commenced at sundown yesterday and will be concluded this evening. All Jewish business places in city remain closed to-day, as this Festival is the most solemn in the Jewish ritual.

## To-Day's Messages. 10.15 A.M.

### IRISH CONVENTION NOW IN CORK.

CORK, Ireland, To-day. The Irish Convention re-assembled here to-day, the members being guests of the Harbor Board at luncheon and visiting the local factories and places of interest. As many of the southern and western delegates were never in Belfast before until the Convention visited that city, so some of the northern delegates never had been in Cork. The Northerners expressed themselves as delighted with the decision to hold some of the sittings of the Convention here. Though no definite arrangement is yet reached with the Ulstermen, it is said that the speeches of some of their leaders, couched in very eloquent and friendly language, have given good grounds for hope of a peaceable settlement. Some apprehension of opposition on the part of the Sinn Feiners in Cork to the Convention was felt, but John MacNeill and Arthur Griffiths, the Sinn Fein leaders, urged their followers in this city to follow the example of their Dublin compatriots and let the Convention alone. Sir Bertram Windle, President of University College, of Cork, was host to Sir Horace Plunkett, Chairman of the Convention. About 90 delegates attended the first sitting here, with Sir Horace Plunkett in the chair. At a luncheon given by the Harbor Board, Chairman Plunkett and other delegates spoke guardedly but hopefully of the Convention's prospects. An auto plant being erected by an American concern was one of the points of interest to visitors during the afternoon. To-morrow the delegates will sail down the River Lee out into the Atlantic Ocean, where the Mayor of Cork will drop a dart into the water to indicate his jurisdiction as Admiral of the Port. The following motion was carried unanimously by the delegates at their business meeting: First, that on the conclusion of the debates at the present sittings of the Convention, the various schemes which have been submitted will be referred to the Grand Committee in order if possible to prepare a plan for submission to the Convention which would meet the views and difficulties expressed by the different speakers during the debate. Second, that the Convention stand adjourned after this week's sitting, when the Grand Committee is in a position to report. The Convention then adjourned until to-morrow.

### A GOOD POSTPONEMENT.

PETROGRAD, To-day. The postponement to-day of the Democratic Congress summoned by the Soldiers' and Workmen's Central Council was due to the unpreparedness and failure to reach Petrograd of 400 of the 1,700 delegates. The critical question as to whether the Government recognizes the Congress as official now largely depends on the movements of Premier Kerensky, whose return will probably be delayed by the Korniloff inquiry which the Premier is attending. The Socialist Ministers probably will address the Congress in their private capacity as Members of the Workmen's and Soldiers' Delegates and will make no statement on behalf of the Government.

### DENIES GERMAN CLAIM.

LONDON, To-day. An official comment on the German air raid says: With regard to the statement of the enemy that we lost thirteen airplanes we are authorized to say that if it means to refer to the enemy raid on England the statement is entirely devoid of the truth.

### AIR ACTIVITY.

LONDON, To-day. An official communication of the aerial operations issued last night reads: On Monday our airplanes were very active. Observation for the artillery continued and many photographs were taken of the enemy's forward and back areas. Four tons of bombs were dropped during the day on German airdromes north and south of Roulers and near Cambrai, on an important railway centre east of Tournai, and upon billets and huts around Lens and Roulers. At night ammunition dumps north of Cambrai and rest billets east of Lens were bombed. Three enemy machines were brought down in the air fighting and five were driven down out of control. One of the machines brought down on Sunday proved to be that of Lieut. Stosse, who it is claimed in enemy communications, had brought down many allied machines. Four of our airplanes are missing.

### AVIATION FIGURES.

PARIS, To-day. Up to September 20th, 37 living French aviators, Aces, have destroyed 388 German airplanes in air combats. Eleven other Aces, who have been killed, accounted for 31 Germans. The list is headed by Captain George Guynemer, since reported dead. An aviator obtains the rank of Ace when he has destroyed five enemies. The list of German Aces numbered 57, of whom 29 have been killed in the course of fights on the Franco-British front.

### BELGIAN REPORT.

PARIS, To-day. The Belgian official communication last night reads: On the night of

Sept. 24th and 25th our batteries shelled the enemy works in reply to bombardments in the neighbourhood of Ramscapelle and Neucapelle. The afternoon of Sept. 24th was marked by lively bomb fighting near Langemarck and on the Yser. To-day the Germans fired gas shells near Knocke. Our artillery replied against the enemy communications.

### PROGRESS IN AFRICA.

LONDON, To-day. The following summary on the campaign in German East Africa was issued yesterday by the British War Office: The enemy remaining in the field at the beginning of September were in three principal groups. The first was in the Mbenburu Valley region, the second was in the Lukeledi Valley and southwest of Lindi, and the third was based on Mlabenge. On September 19th the British advance in the direction of Kilwa was resumed and the enemy driven north of the principal passes over the Mbenburu river. He evacuated Mibamia, retreating to Njiping. Simultaneously the British advanced on the coast at Ndesa, compelling the enemy to evacuate that town. The enemy was retreating on the Mbenburu pursued by our main columns when he found his retreat barred by our Nigerian infantry south of Ndesa. After severe fighting, in which the enemy suffered heavy losses, he dispersed into small parties. In the western area we engaged the enemy at Mpondani and Ligamba hills, 35 miles southwest of Mlabenge, while Belgian forces are approaching Mlabenge from the north.

### RUSSIANS REPULSE GERMANS.

PETROGRAD, To-day. The British Admiralty per wireless press: German attacks against the new Russian positions south of Pskoff on the Riga high road were repulsed Monday by the Russians, according to an official statement from the War Office yesterday. Except for a rare southeast of Kimpolung there was little other activity on the Russian front to the Black Sea.

### VICTIMISING NORWAY.

STOCKHOLM, To-day. The published list from the German side of the names of vessels sunk by submarines gives reason to believe that the vessels have been the victims of the "sinking without a trace" policy made notorious by Von Luxburg. The list published at Hamburg contains the names of two of seven Norwegian fishing steamers which failed to return from their Arctic cruise in the Atlantic and were supposed to have been lost with all hands on board.

### Casualty List.

(Received September 26.)  
At Wandsworth, Inhamma of Kildineys.  
3400—Private Arthur Pittman, Piltney, discharged for duty to Unit September 8th.  
2133—Private George Cuff, Bonavista. (Previously reported wounded Aug. 13.)  
R. A. SQUIRES,  
Colonial Secretary.

### Here and There.

WEATHER REPORT.—The weather across country is strong S.W. wind and raining; temperature 40 to 50 above.

BOWINGS' SHIPS.—The Portia left Bonne Bay this morning early, coming east. The Prospero left Griquet to-day, coming south.

Motor Cycle Seats, Horns and Carrier Seats, etc. BOWRING BROTHERS, LTD., Hardware Dept.—sep21, eod, f.

RETURNING SOLDIERS.—We are informed to-day that the draft of returning soldiers now on their way here, in charge of Major Carty, will arrive on Friday.

EXPRESS PASSENGERS.—The following first class passengers are on the incoming express: Miss L. Harrington, Miss C. Sheehan, Mrs. M. Sheehan, 2nd Lieut. R. G. Reid, Rev. Corsbie, Rev. Mother Xavier, M. O'Neil, H. Thompson, J. Barry, H. H. Blanchett, Mrs. M. Barnaby, Geo. and Mrs. Clarke, H. J. and Mrs. Shaw, W. McDonald, D. Austen, Mrs. Moore, Mrs. M. Campbell, Mrs. E. Lowe and son, G. and Mrs. Cobb, G. F. and Mrs. Kearney, D. McIsaac, H. F. and Mrs. Fitzgerald, G. Ivany, Mrs. Hank, Mrs. James.

### From Cape Race.

CAPE RACE, To-day. Wind S. E., strong, raining; several schooners passed in yesterday afternoon; nothing sighted to-day. Bar, 29.10; ther. 56.

### DIED.

Passed peacefully away on Wednesday, 26th inst., after a long and tedious illness, Elizabeth Williams, beloved wife of Alexander Rose, leaving to mourn a husband, one daughter and two sons; funeral on Thursday, at 2.30 p.m., from her late residence, 111 Duckworth Street.—Gloucester and Halifax papers please copy.  
On the 25th inst., William John Taylor, aged 25 years, leaving a father, 3 brothers and 3 sisters, to mourn their loss; funeral on Thursday, at 2.30 p.m., from his late residence, No. 61 Southside; friends will please attend.  
At Battle Harbor Hospital, Labrador, on the 24th inst. Thomas, youngest son of the late Thomas and Sydney Holden, leaving a wife, three sons, three daughters and one grandchild to mourn their sad loss. Funeral notice later.  
This morning, after a short illness, Mary Catherine, darling child of Patrick and Mary Ann, leaving a mother and father to mourn their sad loss. Funeral notice later.

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