

ENEMY UNSUCCESSFUL IN ATTEMPTS TO ENLARGE HIS GAINS

Is Endeavoring Now to Outflank the City of Rheims

COMBAT STILL CONTINUES ON MARNE RIVER

Elsewhere Huns Are Being Held Well in Check by Allied Forces

FOE PROGRESS SLOW Germans Have Made No Great Gains Despite the Use of Fresh Troops

By Courier Leased Wire By the Associated Press Strenuous efforts are being made by the Germans to enlarge their gains astride the Marne and southeast of Rheims in an apparent endeavor to outflank the Cathedral City on the south. Combats of the most violent character continue there. Elsewhere the enemy is being held well in check as he has been since Monday. The fourth day of the offensive finds the Germans struggling desperately to develop the successes along the river between the Marne and Rheims. Enemy progress has been slow and at an enormous cost in casualties. Attack after attack is being hurled against the Allied troops in these two important sectors. In many places the enemy has been repulsed completely while his gains have been made in the face of strong resistance. South of the Marne, despite heavy bombardment and the use of fresh troops, the Germans have made no great gains. The situation there is rather uncertain, as villages and heights are constantly changing hands in the desperate fighting. Immediately south of Dormans, where the enemy made his greatest penetration in the river, each man pouring for a position to attack the other. The British finally fired a torpedo but missed. A few minutes later a second torpedo went home, striking the German close to the stern. With smoke pouring out of the hole made by the torpedo, the stern of the U-boat came to the surface. Then the conning tower appeared. A few seconds and the U-boat took a perpendicular drive, leaving a trail of oil and a whirl in the sea, indicating the rush of water into space. There were no survivors.

WARON SUBS EVER MORE SUCCESSFUL

More U-Boats Destroyed in Last Three Months Than in Any Similar Period

By Courier Leased Wire. London, July 7.—(Correspondent of the Associated Press)—Within the past month the number of German submarines destroyed has been greater than during any similar period since the beginning of the war. Depth charges have played an important part in putting an end to the activities of U-boats. Details of the sinking of three German submarines, two of them by British submarines, recently became known in London. A British patrol boat on a moonlight night sighted an enemy submarine on the surface about half a mile away. She was apparently re-charging her storage batteries. "Full speed ahead," was the command of the patrol boat captain, but by the time the boat reached the spot the submarine had disappeared. The British craft immediately dropped six depth charges. Oil came to the surface soon afterwards and then cries for help in German were heard. The patrol boat searched for survivors of the submarine, but was able to rescue only one of the enemy. While on patrol duty "somewhere" off the east coast a British submarine sighted the periscope of an enemy submarine and started for it. The British submarine cut through the plates of the enemy boat and struck her. Both boats endeavored to extricate themselves. The German came almost to the surface, carrying the British submarine along, finally the U-boat got away. She made desperate efforts to keep afloat, but finally sank. The British submarine was not damaged.

BRITISH LINES ADVANCED ON FRONT OF MILE

Gains Recorded Southeast of Villers-Bretonneux, South of Somme

OTHER ACTIVITIES

London, July 18.—Bulletin.—Southeast of Villers-Bretonneux, south of the Somme, the British line has been advanced on a front of more than one mile, says the official statement today from British headquarters in France. The British positions to the east of Hebuterne also were improved somewhat. South of Bucquey on the front southeast of Arras, a German raiding party was driven off. The German artillery showed considerable activity during the night on the Flanders front north of Bailleul.

FRESH ATTACK IS MADE BY FRENCH

Thrust Delivered Between Chateau Thierry and Soissons Results Favorably and is Continued on Considerable Scale

By Courier Leased Wire. PARIS, July 18.—Bulletin.—The French this morning delivered an attack along the line from the River Aisne as far south as the region of Belleau, a front of about 25 miles, and made progress at certain points of between a mile and a half and two miles, the war office announced today. The situation on the Marne and Champagne fronts is unchanged. Early in the movement, prisoners taken began coming in. The northern part of the front of attack is the Town of Fontenoy, nearly a mile north of the Aisne. In the fighting on the front of the German offensive, the French last night stopped the Germans in the face of violent attacks, which the enemy launched southwest of Nanteuil-la-Fosse, between the Marne and Rheims. On the front beyond Rheims, east of the Vesle river, an attack by German Guard units was completely repulsed. The text of the statement reads: The French attacked German positions from the region of Fontenoy, on the Aisne, as far as the region of Belleau this morning. We have made progress at certain points from two to three kilometres. The capture of prisoners is reported. On the front of the Marne and Champagne, the night southwest of Nanteuil-la-Fosse we arrested a powerful and violent attack by the enemy. North of Prostieles, the French were attacked by German Guard units, which broke down completely.

CROWN PRINCE SEEKS TO CAMOUFLAGE FAILURE

Trying to Convert Large Scale Fiasco into a Minor Success

LOST 100,000 MEN His Goal Now Apparently is Epernay—Two Parts to Operation

By Courier Leased Wire. Paris, July 18.—The German crown prince, military observers here say, is now trying to convert a large scale failure into a showy minor success which will make up in the eyes of the German public for the 100,000 men he has sacrificed. His goal now apparently is Epernay. The operation includes two parts. In the first, the Germans who crossed the Marne in the direction of Rheims, are to be ordered to widen and strengthen the bridgehead on the south bank. In the second the German right centre, which at the beginning of the action was along the Dormans-Rheims road facing southeast, is now pivoted on Vignay, and runs in a thickly wooded and, consequently, easily defended, some military commentators believe the Germans will soon find the game is not worth the candle. Pursuing his now familiar opportunist policy, the enemy weakens himself by establishing a defensive front toward the east, and turns his efforts southward in the direction of Montmirail, near Epernay, which strategically is of importance only to Chalons. This is the hypothesis of the military writer, Col. de Thomasson. On the French front in France, July 17.—(By the Associated Press) In stirring phrases, imploring them to stand firm, General H. J. E. Gauraud, in command of the French and American troops east of Rheims and in Champagne, appealed to his men before the German offensive began. In an order issued to his soldiers, he said: "We may be attacked at any moment. You all feel that a defensive battle never has been engaged in under more favorable conditions. You were warned, and are on guard with powerful reinforcements of infantry and artillery. You will fight on the ground, you have transformed by your hard work into redoubtable fortresses which are invincible. If the passages are properly guarded, the bombardment will be terrible, but you will stand it without weakening. The assault will be violent, in clouds of smoke, dust and gas, but your position and armament are formidable. "In your breasts beat free men's brave, strong hearts. Nobody will look behind nor recede a pace. Each of you will have one thought—to kill and kill many until they cry enough. "For this reason your general says you will break this assault and it will be broken gloriously."

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But It Was Before Sammies Smashed Crack German Division at Fussoy

FOOD FOR REFLECTION

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Pershing Wires T. R. That Latter's Son May Have Landed Safely

By Courier Leased Wire. New York, July 18.—Col. Theodore Roosevelt, just before leaving the city for Saratoga, N.Y., to attend the Republican state convention from General Pershing, in which the American commander expressed the hope that Lieut. Quentin Roosevelt, the Colonel's son, reported killed in an aerial battle in France, may have landed safely. "Regret very much that your son, Lieut. Quentin Roosevelt, reported as missing. On July 14, with a patrol of 16 planes he left on a mission of protecting photographic section. Enemy planes were sighted and attacked, after which enemy planes returned and our planes broke off combat, returning to their base. Lieut. Roosevelt did not return. A number of the squadron reported seeing one of our planes fall out of the combat and into the clouds and the French report an American plane was seen descending. I hope he may have landed safely. Will advise you immediately on receipt of further information.—Pershing."

EXIT OF THE GREEN TICKETS

Commencing With Today No More Will Be Sold

Six Reds For a Quarter, the Future Rule—Slight Increase Also on the Paris Cars

At the same time the rate from Brantford to Paris and vice versa, which has hitherto been 20 cents one way and 30 cents return, will now be 20 cents one way and 35 cents return. This will continue to cover transfer in the city when required. Commissioner Calbeck objected to both proposals. Chairman Turnbull when seen by a Courier man this morning said that he did not consider the change would meet the problem of a deficit this year, but it would assist and it would also tend to equalize the traffic at rush hours as so many held back for the green period, thus causing overcrowding and undue strain on cars. The new cars have been ordered for the Brantford-Paris line and will, it is expected, be in operation in three months. They will be thoroughly up-to-date and powerful, carrying capacity for fifty people. examination, proved to be much less serious than had been feared, as it was found that she was suffering chiefly from shock attendant upon the accident, which was aggravated by the news of the death of her husband. One eye was also badly hurt by acid from one of the batteries of the car. She has been removed to her home at 115 Victoria street, and is there making satisfactory progress. The late Mr. Sackrider was a mountain foreman at the Ker and Goodwin plant, and had been previously employed in the shell factory at Paris. A short funeral service will be conducted at his home Friday night, and interment will take place in Burgessville on Saturday afternoon. According to eye-witnesses of the accident, the cow was tethered at the roadside in a manner contrary to the traffic regulations of the county, and the opinion is expressed that a suit for damages will probably be laid against the owner of the animal.

MOTORIST KILLED ON PARIS ROAD

Wilfred Sackrider Lost His Life, And Wife Hurt, When Car Overturned

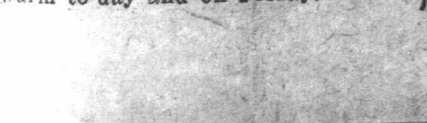
A pleasure outing and a cow tethered by the roadside combined to form a tragedy last night in which Wilfred Sackrider, 115 Victoria St., lost his life, and his wife was seriously injured, when their car turned turtle on the Paris road. The three year old child of the couple had an almost miraculous escape, being flung clear of the car. Sackrider and his family had been in Paris during the afternoon, and were on the return journey when the accident occurred, at a point a short distance this side of the Paris toll gate, or about a mile and a half from the town. The car, according to witnesses, was going at a good rate of speed, when a cow, tethered at the roadside by a long chain, stepped in front of the vehicle. In an effort to avoid the animal, Mr. Sackrider was forced to turn the car almost at right angles across the road, and one of the front wheels buckled, with the result that the car appeared to leap into the air and turned completely over, pinning the driver and Mrs. Sackrider beneath it. Passing motorists were on the scene the moment after the accident, and with the aid of several men from an adjoining farm house, succeeded in extricating the man and woman from the wreck, but Sackrider's neck was broken, and his head badly crushed, and he died within five minutes. Drs. Dunton and Lovett of Paris and Coroner Dr. Pisselle were summoned to the scene, and Mrs. Sackrider was removed to the city. The remains of her husband were conveyed to the undertaking establishment of H. B. Bockoff, where they were viewed by a coroner's jury. Mrs. Sackrider's injuries, upon

REJECT SUFFRAGE BILL

By Courier Leased Wire. Amsterdam, July 18.—The lower house of the Hungarian diet has rejected the government's measure giving the vote to women, says a Budapest dispatch today.

WEATHER BULLETIN

Toronto, July 18.—The barometer is now highest to the westward of the Great Lakes and lowest in the Maritime Provinces and along the American Atlantic coast. The weather is showery in Nova Scotia and New Brunswick, and fine in the other provinces. Forecast. Light winds, fine and moderately warm to-day and on Friday.



"Zimmie" Forecasts.

MARVELOUS EXPERIENCE OF LT. MUIR, SON OF MAJ. MUIR, BURFORD

Was Flying in Italy When His Machine Was Winged—Remained for Four Days in Hiding, Submerged to the Waist Before Being Rescued

A communication from Flight Commander Captain Williams, giving the particulars of the mishap that happened Flight Lieutenant Raymond Muir, has just been received. Lieut. Muir is the son of Major R. C. Muir of Burford. He is 20 years of age, was educated at St. Louis College, Quebec, and then entered the services of the Bank of Montreal. He proved himself so effective that his promotion was quite rapid and he was placed in the head office in Montreal. Lieut. Muir speaks and writes English and French equally well. Last July Lieut. Muir joined the Royal Flying Corps. Took a course at Epsom and from there went to Fort Worth, Texas. In the month of November he went overseas and was in England, Wales and Scotland during the winter months. In the spring he reached France and was assigned there to Italy. He was counted one of the best young flight lieutenants that left Canada, having never met with an accident nor in any way injured an airplane. Flight Commander Captain Williams writes as follows: "On the morning of June 3rd, when on our daily patrol on the hunt for enemy aircraft, they had reached a point some fifteen miles in the rear of the Austrian lines, opposite the Montello sector, and were flying at a height of thirteen thousand feet, and being subjected to very heavy fire from the enemy anti-aircraft guns. At this point the aeroplane, a single seater, in

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ND R.

10 a.m. For Buffalo. 10 p.m. For Buffalo.

N. Railway

10 a.m. For Buffalo. 10 p.m. For Buffalo.

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