

THIRD GERMAN LINE IS SMASHED BY THE BRITISH

Haig's Troops Pierce, Shatter and Occupy the Enormous Thiepval-Comblès Barrier.

London, Sept. 15.—The British tore wide open the enormous Thiepval-Comblès salient. In a twelve-hour battle on the eight-mile front from Thiepval to Ginchy, in the face of twelve hundred of the Kaiser's most powerful guns—150 to a mile—they stormed, pierced, shattered and then occupied that stretch of the German front north of the Somme which hitherto had acted as a block to their advance on Comblès and Bapaume. The barrier broken down, Sir Douglas Haig's troops pushed considerably beyond it to the north-east, carrying the menace of the Somme drive almost as ominously close to Bapaume as it is to Comblès and Peronne.

The end of the fighting saw the British in possession of practically all the high ground between Comblès and the Albert-Pozières-Bapaume highway. Three villages—Fiers, Martinpuich and Courcellette—and High Wood, were completely captured, as was the greater part of Bouleaux Wood. The powerful German redoubt called "Wunderwerk" (Wonder work), because of its supposed impenetrability, was taken by storm in the turning of the salient's tip near Thiepval. More than 2,300 prisoners were taken, including 65 officers.

The day was the most successful for the British since the initial phase of the Somme battle. For three days their infantry had enjoyed comparative rest, while the artillery paved the way for the new push.

French Co-operated.

The French, though not launching an attack on a large front, worked hand-in-hand with the British in drawing the ring around Comblès still

closed. The French War Office announces that General Foch's troops took a system of German trenches 500 metres deep north of Le Prieze farm, which fell into their hands yesterday. The British took by storm a group of German trenches south of Rancourt, two miles from Peronne. South of the Somme they captured three Teuton trenches near the village of Bery-on-Santerre, taking 200 prisoners.

Apart from the results scored, the resumption of the British part in the Somme drive was remarkable for two features. Never before has an attack been marked by such close and successful co-operation by the "eyes of the army," the aviators. The clash of the infantry legions on the blood-soaked ground was accompanied by a battle royal in the air. The British fliers were met by a cordon of Teuton aviators, and two air fleets vied with one another in daring, tenacity and skill. The British, according to the night report from headquarters, proved their superiority. Thirteen German machines were destroyed; nine others were brought down in a damaged condition. The British lost four.

Cheered as They Charged.

The second spectacular feature of the battle was the introduction by the British for the first time of a new type of armored motor car, whose powerful traction enables it to cross trenches and shell craters as if going over smooth ground. A number of these new "wonder machines" whirled into the battle with the infantry and in the midst of the hail of shell the men cheered as they charged.

TAKE NO PRISONERS ORDER TO GERMANS

Soldiers Instructed to Despatch Them With Bayonet.

A despatch to 'New York' says: From official British sources the New York Times received on Tuesday the translation of a letter found on a German prisoner captured in the battle of the Somme. The prisoner, writing to his family in Stuttgart, said that the Germans had received orders "to take no prisoners, but to despatch them with the bayonet." With the translation came a photograph of the original letter, which was addressed to "Karl Koch and family, Kallental, near Stuttgart."

A part of the letter, as officially translated, follows:

"And now we have three days' rest, and I could get nothing at all to drink except costly wine. It is very disagreeable to us that we are obliged to go through it once again; you can not conceive it. So many of our comrades are missing, who have fallen or were wounded during the week, and now we are obliged to go through it once more. Oh dear! Here we have proper Englishmen against us, and have orders to take no prisoners, but to despatch them all with the bayonet, which I would not be sorry to do. But they are always getting more prisoners from us, and what do they do with them?"

SIX MONTHS GIVEN TO U. S. DISTURBER.

A despatch from Montreal says: For interfering with recruiting on Craig Street, Arthur Holland, of Oswego, N.Y., was sentenced by Judge Lanctot on Wednesday to six months in jail or a fine of \$50, this being the first case here under the new Order-in-Council.

MINNESOTA GETS \$1,250,000 FROM J. J. HILL ESTATE.

A despatch from St. Paul, Minn., says: Minnesota will receive approximately \$1,250,000 as an inheritance tax from the estate of James J. Hill. It will be the largest in the history of the State. Probate Court officials of Ramsey county so declared on Tuesday.

GIANT RUSSIAN AEROPLANES DESTROY 8 GERMAN MACHINES

An Enemy Seaplane Station Was Successfully Bombed on Lake Angern, in the Gulf of Riga.

A Reuter despatch from Petrograd to London says that four giant Russian aeroplanes of the Murometz type bombarded a German seaplane station on Lake Angern, in the Gulf of Riga, where seventeen aeroplanes of various sizes and models were discerned. The Russians dropped 73 bombs, with resultant fire and smoke, which soon concealed the seaplane sheds. German machines attacked the Rus-

POINCARÉ'S THANKS TO BRITISH KING.

A despatch from London says: President Poincaré telegraphed King George in reference to his award of the Military Cross to the town of Verdun.

"The French army has received with pride this high testimony of esteem given by the august sovereign of a great friendly allied country." The King in reply, said:

"It was a real pleasure for me to award the Military Cross to the heroic town of Verdun, whose name ever shall evoke ineffaceable recollections of victory in her glorious resistance against the stubborn and reiterated attacks of the common enemy."

CANADIAN CHAPLAIN WERE BADLY WOUNDED.

A despatch from London says: Information received by the Canadian Red Cross show the injuries received on the battlefield by Father O'Gorman, of Ottawa, to be serious. His injuries consist of a fractured femur and wounds in his left arm and hip. The chaplain is in the hospital at Camiers. Col. Steacy has no information as to how the chaplain received his wounds. Major G. W. Wood, the other Canadian chaplain, who was wounded last week, is an inmate of the hospital at Boulogne with a gunshot wound in the leg.

NO RICE FOR KAISER FROM SWITZERLAND.

A despatch from Paris says: The Swiss export commission has refused a personal request of the Kaiser to furnish his table with rice. Baron von Romberg, the German Minister at Bern, asked the Swiss Government to authorize the shipment of 200 pounds of rice for the consumption of the Emperor and his family, but the export commission, being tied by an agreement with the allies was unable to comply with the request.

DICKENS' GRANDSON IS KILLED IN ACTION.

A despatch from London says: Major Cedric Charles Dickens, grandson of Charles Dickens, was killed in action in France, Monday.

Painless dentistry is the art of drawing it mild.

Markets Of The World

Toronto, Sept. 15.—Manitoba wheat—No. 1 Northern, \$1.65; No. 2 Northern, \$1.63; No. 3 Northern, \$1.61; No. 4 Northern, \$1.59; track Bay ports, \$1.57; C.W. 55c; extra No. 1, 55c; No. 1 feed, 55c; track Bay ports, \$1.57; American corn—No. 3 yellow, 92c; track, 90c; No. 2 white, 51 to 52c, according to freight outside.

Ontario wheat—New crop, No. 2, \$1.25 to \$1.26; No. 1 commercial, \$1.28 to \$1.29; No. 2 commercial, \$1.21 to \$1.22; No. 3 commercial, \$1.17 to \$1.18; according to freight outside.

Barley—Maltster, 80 to 87c, nominal; feed, 80 to 82c, nominal; according to freight outside.

Buckwheat—Nominal, according to freight outside.

Rye—No. 2, new, \$1.13 to \$1.15; No. 3 commercial, nominal, according to freight outside.

Manitoba flour—First patents, in bulk, \$2.10; second patents, in bulk, \$2.05; strong bakers', in bulk, \$2.00; 70 lb. bag, \$2.10; 40 lb. bag, \$2.05; 25 lb. bag, \$2.00.

Ontario flour—New winter, according to sample, \$5.25; in bags, track, Toronto, prompt payment, new, according to sample, \$5.25; bulk seaboard, prompt shipment.

Milled—Car lots delivered Montreal freights, bags included—Bran, per ton, \$3.00; middling, \$2.90; extra, \$2.80; good feed flour, per bag, \$2.25.

Hay—New, per ton, \$10 to \$12; No. 2, per ton, \$9 to \$9.50; track Toronto, \$10 to \$11; Car lots, per ton, \$7 to \$8; track Toronto, \$8 to \$9.

Country Produce—Wholesale.

Butter—Fresh, 24 to 26c; creamery prints, 35 to 37c; solids, 34 to 35c; 5 lb. cans, 24 to 25c; New-laid, 24 to 25c; do, cartons, 25 to 26c.

Dressed poultry—Chickens, 25 to 27c; fowl, 18 to 20c; ducks, 18 to 20c.

Live poultry—Chickens, 17 to 18c; turkeys, 21 to 22c; geese, 12 to 13c.

Cheese—New, large, 21c to 22c; twin, 21c to 22c; Swiss, 21c to 22c.

Honey—Extra fine quality, 24-lb. tin, 12 to 13c; 5-lb. tin, 12 to 12c; 10-lb. tin, 11 to 12c; 60-lb. tin, 10 to 11c; Comb honey, select, \$2.40 to \$2.75; No. 2, \$2.25 to \$2.50.

Potatoes—Ontario, 22 to 23c; British Columbia, 20 to 22c; New Brunswick, 18 to 20c; do, prunes, 15c.

Beans—Hand-picked, 55 to 56c; primes, 55c.

Provisions—Wholesale.

Smoked meats—Hams, medium, 24 to 25c; heavy, 22 to 23c; corned, 25 to 27c; breakfast bacon, 25 to 27c; backs, plain, 25 to 27c; bonedless, 25 to 27c.

Pickled or dried cured meats, 1 cent less than current market.

Smoked meats—Long clear bacon, 18 to 19c per lb.

Lard—Pure Lard, tins, 17 to 17c; tubs, 17 to 17c; pails, 17 to 17c; Compound, 13 to 13c.

Montreal Market.

Montreal, Sept. 15.—Oats—Canadian Northern, No. 2, 60c; do, No. 3, 58c; extra No. 1, 62c; No. 2 local white, 54c; Flour—Manitoba Spring wheat, 100 lb. bag, \$2.10; do, 50 lb. bag, \$2.05; do, 25 lb. bag, \$2.00; strong bakers', 85c; Winter patents, choice, \$7.75; straight roller, \$7.10 to \$7.30; do, in bags, \$2.10 to \$2.30; rolled oats—Barrels, \$4.85 to \$5.05; bag of 50 lbs., \$2.10 to \$2.30; do, 25 lbs., \$2.05 to \$2.25; shorts, \$2.25; middling, \$2.30; moultie, \$2.25 to \$2.40; No. 2, per ton, car lots, \$13 to \$14; No. 3, \$12 to \$13; No. 4, \$11 to \$12; do, eastern, 20 to 20c; Butter—Cholera, 28 to 29c; second, 26 to 27c; Eggs—Fresh, 45 to 50c; selected, 35c; No. 1 stock, 34c; No. 2, 30c; Potatoes—per bag, 40c; do, 35c to 36c.

Winnipeg Grain.

Winnipeg, Sept. 15.—Cash prices: Wheat, No. 1 Northern, \$1.54; No. 2 Northern, \$1.52; No. 3 Northern, \$1.50; No. 4, \$1.47; No. 5, \$1.38; No. 6, \$1.34; No. 7, \$1.30; No. 8, \$1.26; No. 9, \$1.22; No. 10, \$1.18; No. 11, \$1.14; No. 12, \$1.10; No. 13, \$1.06; No. 14, \$1.02; No. 15, \$0.98; No. 16, \$0.94; No. 17, \$0.90; No. 18, \$0.86; No. 19, \$0.82; No. 20, \$0.78; No. 21, \$0.74; No. 22, \$0.70; No. 23, \$0.66; No. 24, \$0.62; No. 25, \$0.58; No. 26, \$0.54; No. 27, \$0.50; No. 28, \$0.46; No. 29, \$0.42; No. 30, \$0.38; No. 31, \$0.34; No. 32, \$0.30; No. 33, \$0.26; No. 34, \$0.22; No. 35, \$0.18; No. 36, \$0.14; No. 37, \$0.10; No. 38, \$0.06; No. 39, \$0.02; No. 40, \$0.00.

United States Markets.

Minneapolis, Sept. 15.—Wheat, September, \$1.62; No. 1 hard, \$1.70; No. 2 hard, \$1.68; No. 3 hard, \$1.66; No. 4 hard, \$1.64; No. 5 hard, \$1.62; No. 6 hard, \$1.60; No. 7 hard, \$1.58; No. 8 hard, \$1.56; No. 9 hard, \$1.54; No. 10 hard, \$1.52; No. 11 hard, \$1.50; No. 12 hard, \$1.48; No. 13 hard, \$1.46; No. 14 hard, \$1.44; No. 15 hard, \$1.42; No. 16 hard, \$1.40; No. 17 hard, \$1.38; No. 18 hard, \$1.36; No. 19 hard, \$1.34; No. 20 hard, \$1.32; No. 21 hard, \$1.30; No. 22 hard, \$1.28; No. 23 hard, \$1.26; No. 24 hard, \$1.24; No. 25 hard, \$1.22; No. 26 hard, \$1.20; No. 27 hard, \$1.18; No. 28 hard, \$1.16; No. 29 hard, \$1.14; No. 30 hard, \$1.12; No. 31 hard, \$1.10; No. 32 hard, \$1.08; No. 33 hard, \$1.06; No. 34 hard, \$1.04; No. 35 hard, \$1.02; No. 36 hard, \$1.00; No. 37 hard, \$0.98; No. 38 hard, \$0.96; No. 39 hard, \$0.94; No. 40 hard, \$0.92; No. 41 hard, \$0.90; No. 42 hard, \$0.88; No. 43 hard, \$0.86; No. 44 hard, \$0.84; No. 45 hard, \$0.82; No. 46 hard, \$0.80; No. 47 hard, \$0.78; No. 48 hard, \$0.76; No. 49 hard, \$0.74; No. 50 hard, \$0.72; No. 51 hard, \$0.70; No. 52 hard, \$0.68; No. 53 hard, \$0.66; No. 54 hard, \$0.64; No. 55 hard, \$0.62; No. 56 hard, \$0.60; No. 57 hard, \$0.58; No. 58 hard, \$0.56; No. 59 hard, \$0.54; No. 60 hard, \$0.52; No. 61 hard, \$0.50; No. 62 hard, \$0.48; No. 63 hard, \$0.46; No. 64 hard, \$0.44; No. 65 hard, \$0.42; No. 66 hard, \$0.40; No. 67 hard, \$0.38; No. 68 hard, \$0.36; No. 69 hard, \$0.34; No. 70 hard, \$0.32; No. 71 hard, \$0.30; No. 72 hard, \$0.28; No. 73 hard, \$0.26; No. 74 hard, \$0.24; No. 75 hard, \$0.22; No. 76 hard, \$0.20; No. 77 hard, \$0.18; No. 78 hard, \$0.16; No. 79 hard, \$0.14; No. 80 hard, \$0.12; No. 81 hard, \$0.10; No. 82 hard, \$0.08; No. 83 hard, \$0.06; No. 84 hard, \$0.04; No. 85 hard, \$0.02; No. 86 hard, \$0.00.

Live Stock Markets.

Toronto, Sept. 15.—Choice heavy steers, \$8.25 to \$9.15; good heavy steers, \$7.50 to \$8.10; butchers' cattle, good, \$7.50 to \$8.00; do, medium, \$7.10 to \$7.35; do, common, \$6.50 to \$6.75; hatched bulls, choice, \$7.25 to \$7.50; do, good bulls, \$6.40 to \$6.50; do, rough bulls, \$4.50 to \$5.00; butchers' cows, choice, \$6.50 to \$6.85; do, good, \$6.00 to \$6.25; do, medium, \$5.50 to \$5.75; do, poor, \$4.50 to \$5.00; 700 to 850 lbs., \$6.00 to \$6.50; choice feeders, dehorned, \$5.00 to \$5.50; canners and cutters, \$3.50 to \$4.00; Milkers, choice, each, \$7.00 to \$8.00; do, com, each, \$4.00 to \$5.00; springers, \$5.00 to \$6.00; light ewes, \$7.00 to \$8.00; sheep, heavy, \$4.50 to \$5.00; sorting lambs, choice, \$10.50 to \$11.85; calves, good to choice, \$10.50 to \$12.25; do, medium, \$9.50 to \$10.00; hogs, fed and watered, \$12.25 to \$12.35; do, weighed off cars, \$12.50 to \$12.60; do, f.o.b., \$11.40.

Montreal, Sept. 15.—Choice steers, \$7.25 to \$8.75; good heavy steers, \$6.50 to \$7.25; butchers' cattle, \$6.50 to \$7.25; good, \$6 to \$6.25; common, \$5 to \$5.25; hatched bulls from \$5.25 to \$7 per cwt, ranging cattle, \$4.50 to \$4.90, and cows at \$3.75 to \$4.25; Ontario lambs at \$10.50 to \$11, and Quebec stock at \$9.75 to \$10, while sheep brought from \$6.75 to \$7.50 per cwt. Choice calves, 9 to 10c, and the lower grades at from 4 to 8c per lb. Live weight. Selected hogs, \$12.25 to \$12.40 and the lower grades at \$10.25 to \$12 per cwt, weighed off cars.

TWO BRITISH GENERALS KILLED AT THE FRONT.

A despatch from London says: Two brigadier-generals have been killed in action, according to the latest casualty lists printed here—Henry Frederick Hugh Clifford and Louis Murray Philpotts.

ALL BELGIAN MALES TO GO TO GERMANY.

A despatch from Havre says: General von Bissing, Military Governor of Belgium, is sending to Germany all Belgian males between the ages of 18 and 35. Recently 1,200 were taken from Liege.

WORLD'S HEIGHT RECORD IS AGAIN EXCEEDED.

A despatch from Turin, Italy, says: Aviator Repini, with two passengers on Thursday beat the world's height record, rising 6,300 metres (more than 20,000 feet).

"HELL" MACHINE OF THE BRITISH

Latest Device in Warfare is a Winner Offensively and Defensively.

London, Sept. 16.—The Evening Standard gives the following details of the new armored cars used by the British in the west:

"Britain's latest weapon of war is nothing more nor less than a huge land ship fully armored and capable of travelling at fair speed over the shell-battered and cratered terrain of Picardy. Designed, as they are, to traverse the most difficult country and to sweep away all obstacles in their path, they naturally are of fairly large size, with caterpillar wheels constructed to cover the widest trench or shell hole and to enable the vehicle to track almost any depth of mire. Their crews are protected by varying numbers of armored plates, any one of which is impervious to machine gun or rifle fire as well as shrapnel bullets, and it is asserted that only a direct hit from a gun of large calibre could put one of these monsters out of commission."

"While from a defensive point of view they are almost perfect, their offensive qualities are even superior, and when they have cleared a trench of the enemy or have forced the survivors into the shelter of their dugouts, these land ships—'tanks,' as the Germans prefer to call them—have another little surprise in store for the beaten enemy, about which perhaps it were wise not to say more."

"Most of the great engineering works in Britain can claim a share in the production of these armored cars. They are built in parts at different factories in order to preserve the secret of their construction, and they are then assembled at a central factory under the supervision of experts of the armored car division."

Hall Caine, in a special article, says he has been told that if the allies had 3,000 "tanks" the war would be over in a month.

Other writers say that the "tanks" smash trees and other like obstacles to their progress, including wire entanglements, with the greatest ease. They carry both large and small guns, weigh over 400 tons, and have a speed of five miles an hour.

BRITISH TAKE MOUQUET FARM

Danube Trench in Old German First Line Near Thiepval Cleaned Up.

With the British Army in France, Sept. 17, via London, Monday, Sept. 18.—The British today took Mouquet farm. On two former occasions they had been on the premises, but were unable to remain there. It was a strong point on the right of the British battle line, where a garrison of Germans and their machine guns seemed proof against shell-fire, says Frederick Palmer.

They had the usual deep cellars and runways under ground and driven from one exit by shellfire they would emerge from another. The British got entirely around their burrows and called down the cellar stairs for them to surrender. The Germans thought that a counter-attack would come to their assistance as before. The British, however, assured them that none would come, as they had the trench all the way round the farm to prevent their exit or aid from coming to them. Still the Germans refused to yield and the final result of this grim contest was that the British blew in all the cellar doors. But such persistent diggers are the Germans that the British are not certain but they had some underground passage for escape.

The British cleaned up the Danube trench in the old German first line near Thiepval, which is the hinge of the Somme battle line. As happened before and after the fierce general attack, the whole front, the succeeding days were spent in rectifying the line and cleaning up any strong points that still held out.

Talking with officers of corps engaged in the fighting of the last three days, they estimate the losses from two to one to five to one for the Germans as against those of the British. In one sector the ratio was estimated at as high as eight to one. The superior volume of the British shell fire, now that the Germans are forced into the open, has a telling effect.

ROUMANIAN GENERAL DROWNED IN DANUBE

Military Police Start Drive as Horses Go to the Post.

A despatch from Berlin says: According to reports from Sofia, says an Overseas News Agency announcement on Wednesday, General Bessarabescu, commander of the recently captured Roumanian fortress of Turukai, attempted to escape in a boat after the fall of the last fortification. The boat carrying him was sunk by Bulgarian artillery, the advices state, and the General was drowned in the Danube.

BEST GERMAN AIRMAN KILLED IN ACTION.

A despatch from Amsterdam says: The German lieutenant, Fahbusch, whose successful exploits in the air have been mentioned recently in official despatches, has been killed in action, according to the Vossische Zeitung.

WITHDRAWAL TO INNER LINE OF DOUAL, CAMBRAI AND LAON

German "Straightening of the Front" in Western Theatre Expected to be Forced at Once.

A despatch from Paris says: By its victories last week the French offensive has achieved what the Germans asserted was impossible. It has driven a wedge right through the original German front, has definitely "broken the line" of boasted impenetrable fortifications stretching across France from beyond the north-western frontier to the limits of Switzerland.

The village of Bouchavesnes and l'Abbe Wood farm beyond it were clearly behind the rows of trenches which aerial observation showed to be barring the French advance when the Somme offensive began. That under the menace of the crushing French the Germans have hastily constructed other lines still further in the rear of the lost positions does not detract from the moral value of the achievement that filled the battle-weary troops with enthusiasm.

Tremendous, as is the moral value of the latest success, its strategic effects are even more important still. Highway No. 37 of the great arteries feeding the German front has been cut between Bapaume and Peronne, and by their advance beyond Hill 76 the French now menace directly and already sweep with their artillery the main road from Paris to Lille via Cambrai, the loss of which is expected to force the German high command to consider seriously the necessity of a withdrawal to the inner line, Douai, Cambrai, Laon, that famous "shortening of the front" that is expected here to mark the beginning of the end.

Of more immediate value is that Peronne is now under French fire from the north, west, and south, which cuts it from all communications except along communication trenches or by dangerous night transport. Now instead of being "before Peronne," the French are at its very gates.

BRITISH "WILLIES" CALLED WONDERS

New Type of Armored Car in Use on the Somme Front.

A despatch from London says: The reference in the official statement issued by the War Office on Friday to a new type of armored car, is the first official mention of a development which has been much whispered about recently in army circles. Those who have seen the new vehicles refer to them as "tanks," while the soldiers who have been handling them have given them the nickname of "Willies." The object which the designers sought to obtain was to render a heavily armored motor car capable of being operated in the shell-torn and roadless wilderness of trenches, where it is evident a vehicle mounted on ordinary wheels could not be used. Although the details of the car's construction have been published, the Times says: "Our inventors have not hesitated boldly to tread untraveled paths. We may imagine the feelings of German infantry in shell-battered trenches when in the uncertain light of dawn they saw advancing upon them a ray of unearthly monsters cased in steel, spitting fire and traveling laboriously, but ceaselessly over trenches, barbed wire and shell craters."

RUSSIAN GENERAL ESCAPES FROM AUSTRIAN PRISON CAMP

Great Rejoicing Throughout Czar's Kingdom Over Return of One of Bravest Officers in Army.

A despatch from Petrograd says: Gen. Korniloff, who was captured at Dukla Pass in April, 1915, has reached Kiev after escaping from an Austrian prison camp at Essek.

Gen. Korniloff was kept prisoner for 17 months. He finally managed to procure a private's uniform, and in these clothes, with the aid of a Czech soldier, contrived to be sent out with a working party. Taking advantage of the momentary inattention of the guard they slipped away, boarded a train and travelled unhindered to Karashevish. Here they obtained civilian clothing and continued their journey afoot, helped by a perfect knowledge of German.

The General's flight was soon discovered, and a large reward was offered for his capture. It was too dangerous to travel except by night. In the day time he hid in the woods and suffered extreme hunger for days together, subsisting on berries. One day the soldier ventured into a village in quest of food. He was surrounded by gendarmes and shot in attempting to escape.

Korniloff, who was rapidly approaching complete exhaustion, continued his journey alone. On the 25th day after his escape he met a party of Roumanian shepherds, who guided him across the Russian frontier.

There is great rejoicing throughout Russia over Korniloff's return. His reputation for bravery is unexcelled by that of any other officer in the Russian army.

FOOD RIOTS IN HAMBURG, ANGRY WOMEN RAID SHOPS

"Down With the Junkers!" "Down With People's Torturers!" Cried the Mob.

An Amsterdam despatch to the Exchange Telegraph Company, London, says: "Serious food riots occurred at Hamburg Saturday evening. According to Berlin reports, a mob of angry women raided shops which had been closed owing to a shortage of meat and vegetables, while another crowd demonstrated before the Town Hall shouting: 'Down with the junkers!' 'Down with the people's torturers!' 'Thirty-seven women were arrested. Two policemen were badly injured by stones thrown from windows.'"

WHEAT CROP 168,811,000 BUS.

Preliminary Estimate of Yield of the Wheat Crop.

A despatch from Ottawa says: In a bulletin issued the Census and Statistics Office publishes the first or preliminary estimate of the yield of the wheat crop. After a reference to the reduced yield in the western Provinces, the bulletin says:

In Ontario and Quebec grain yields have been greatly reduced by drought in August; but in the Maritime Provinces and in British Columbia the condition of the grain crops has continued to be quite favorable.

It is estimated from the reports of correspondents that, of the areas sown about 13.7 per cent. of spring wheat, eight per cent. of oats, five per cent. of barley and 1.8 per cent. of flax will fail to produce any crop of grain. These percentages represent deductions from the areas sown of 1,432,300 acres of spring wheat, 849,000 acres of oats and 69,000 acres of barley. It is consequently estimated that the total yield of wheat this year will be 168,811,000 bushels from a harvested area of 10,085,300 acres, as compared with 376,303,600 bushels from 12,986,400 acres last year, and 161,280,000 bushels from 10,293,900 acres in 1914. The average yield per acre is 16 1/2 bushels, as compared with twenty-nine bushels

last year, and 15.67 bushels in 1914.

BIG RAID FOR SHIRKERS AT FAMOUS RACE-COURSE.

A despatch from London says: Military police carried out an extensive raid for shirkers from military service on Wednesday at the Newmarket race course just before the start for the classic St. Leger, was started. Racing has been in abeyance for over a month, and thousands of military age including reporters, jockeys, bookmakers, bettors, race-course officials and grooms was compelled to give an account of himself as he entered, and the soldier-police demanded the production of either an attestation or registration card, or, in the absence of this, a birth or exemption certificate. In the principal enclosure the first hour's proceedings were almost fruitless, producing only two slunkers, who both declared themselves Irishmen and not liable to registration.

NEW SILVER MEDAL FOR ARMY SERVICE.

Badge Being Awarded to Nurses and Voluntary Aid Members.

A despatch from Ottawa says: It is learned unofficially that Canadian soldiers, in common with those of the other "glorious" colonies, and India, are to receive a new silver medal on leaving the army. The new medal, which has the approval of his Majesty the King, will be given to officers and men serving at home or abroad since the outbreak of war, and who leave the army through age or physical infirmity—wounds or sickness—arising from such service. A badge is being awarded to members of Queen Alexandra's Military Service, to members of the voluntary Nursing Service, to members of the voluntary aid detachment, and to civilians attached to the Royal Army Medical Corps.

FRENCH MERCHANT MARINE GROWS DESPITE THE WAR.

A despatch from New York says: The annual report of the Compagnie Generale Transatlantique, better known as the French Line, made public here on Wednesday night, shows that France's merchant marine has grown instead of diminished since the war began, in spite of Germany's submarine warfare. Among other vessels, the company has built and placed in commission a modern passenger steamship of 14,800 tons, and it has maintained an uninterrupted passenger and freight service between France and the western hemisphere. Despite an almost total absence of tourist travel, a reduction of westward emigration traffic, and losses incurred through submarine activity, the report shows a substantial profit, due to large freight traffic.

HONORS ARE AWARDED TO NAVAL HEROES.

Recognition of Service Performed in Battle of Jutland.

A despatch from London says: Honors awarded as a result of the Jutland battle are enumerated by the Official Gazette on Friday as follows: Admiral Sir John Jellicoe, Order of Merit; Vice-Admiral Sir David Beatty, Knight of the Grand Cross of the Bath; Rear Admiral Sir F. C. D. Sturdee, Companion of St. Michael and St. George. The boy, John Travers, of Cornwall, who remained on his post during the action, although mortally wounded, was awarded the Victoria Cross. Sub-Lieut. Prince Albert, R.N., has been recommended for service.

An opportunity is frequently run to earth by a hustler, while a lazy man is sitting on the fence waiting for it to come along.