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TACTICS INDICATE THAT ENEMY FORCE IS RETIRING TO DEFENSIVE POSITION

French Gains Give Promise Of Important Success

Germans Fighting Desperately as Allies Press Forward in Picardy Over Difficult Ground Defended By Myriad of Machine Guns—British Gain Further Ground at Apex of Lys Salient

On the French front in France, Aug. 13—(Reuter's Ltd.)—The Germans are combating the French in the Lassigny area generally with machine guns which are as numerous as soldiers. The valleys and woods which the French must traverse are being flooded with mustard gas. The French, however, are advancing through the valleys by infiltration. The German tactics indicate that the main enemy force is retiring upon a defensive line not far distant.

The French success today in gaining important local positions southeast of Lassigny gives prospects of complete success in overcoming the Massif de Lassigny.

Paris, Aug. 14—In comparison with the quick advance of the first four days, the battle in Picardy now may seem to be stagnant, but nevertheless the French have pushed nearer to the Chaulnes-Roye-Lassigny-Noyon line to which the Germans are clinging desperately. It took the Allies a fortnight to get the Germans from the Marne to the Vesle.

The ground between the Aves and the Oise is much more difficult than north of the Marne, being a labyrinth of small wooded hills, in and out of which the troops have to worm themselves, surrounding and reducing each summit separately, and successively.

It is no easy task because the enemy laid out his positions long ago, so he is able to defend them with groups of machine guns which have orders—which they invariably obey to the letter—to resist until killed. Consequently, every inch of ground requires not only great determination in overcoming, but experienced skill.

Tuesday's Fighting

Tuesday's fighting put the French more than a mile north of Cambroux, close to Attiche and Carnoy farms, which are two big machine gun nests. The French left advancing on Lassigny met with vigorous resistance north of St. Claude and north of Mareuil-Lamotte. However, they succeeded in fighting their way through the woods and moved their line 800 yards north of Gury. North of Gury they reached the southern edge of Loges Wood and also penetrated the park belonging to the Chateau of Plessiere de Fleury. They also reached Belval, between Plessiere de Roye and Thiescourt.

The enemy still holds the greater part of Thiescourt Wood and the formidable plateau of Hémont. The French have now advanced their line to within less than a mile and a half of Lassigny. It still will, however, require a tremendous effort to capture either Lassigny or Roye. The fall of Roye would automatically cause the evacuation of Lassigny.

British Gain in Flanders

London, Aug. 14—British troops have gained further ground at the apex of the Lys salient in Flanders, says the official statement from Field Marshal Haig today. East of Meteren the line was advanced slightly, while east of Vieux-Berquin, south of Meteren, patrols established a new line. There was no infantry fighting during the night on the British sector of the Picardy front, says the official statement from Field Marshal Haig today. The German artillery was active.

On Tuesday the British threw back German local attacks on the northern side of the Lys salient. Last night the German artillery was very active in this region.

"The hostile artillery was active during the night on the battlefield. There was no infantry action. At midday yesterday local hostile attacks in the Dieckbusch sector were repulsed. During the night the enemy artillery has shown considerable activity in this neighborhood and also against our positions northwest of Kemmel."

"We secured prisoners last night in a successful raid in the neighborhood of Aytte. In the Vieux-Berquin sector our patrols have continued to push forward and have succeeded in establishing a line east of the village. A number of prisoners and machine guns were captured in the course of this operation. "Our line has been advanced slightly east of Meteren."

Artillery Active. Paris, Aug. 14—Only the artillery was active during the night on certain sectors between the Aves and the Oise, says the war office statement today. Along the Vesle, where French and American troops are stationed, the Germans made vain raids. The French took prisoners in a raid in Champagne. "The night was calm everywhere else."

The text of the statement follows: "Between the Aves and the Oise there was activity by our own and the enemy artillery, notably in the sectors of Roye, Bar Metz and Conchy Les Pots. "On the front of the Vesle, German raids were without results. "Prisoners were taken by the French during an incursion into the German lines in the region of Mesnil Les Hurles."

With the British Army in France, Aug. 14—(10:30 a. m.) by the Associated Press—There was no change in the situation on the new Somme battlefield this morning, except for the fact that a considerably increased number of British troops are finally decided to bring up more of his guns. Various small artillery concentrations have sprung up during the past few hours, and are now active in firing on some points within the British lines, such

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COUNCIL VOTES \$65,000, FOR NEW WATER MAIN

Excavating by Tender

From One Mile House to East St. John

Commissioners Discuss Departmental Counter-Charges—Provincial Government to Hear Council Regarding Magistry

At a committee meeting of the common council this morning Commissioner Hilyard recommended that he be given authority to issue bonds for \$65,000 to defray expenses of carrying a sixteen inch water main from the One Mile House to East St. John. His recommendation was put in the form of a motion, seconded by Commissioner Bullock and passed unanimously.

When the meeting opened Superintendent Sewell of the water and sewerage department, who was present at the request of Commissioner Hilyard, answered questions regarding the proposed extension and plans and specifications were produced by Engineer Hare.

Commissioner Bullock said that Engineer McInnis of Boston had left a complete set of plans and specifications as to the future of the water service in this city and he wanted to know from Commissioner Hilyard if he had them. The latter said that he had not and did not know where they were.

Commissioner Fisher said that he had a conversation with Engineer McInnis while in Boston and the engineer told him that he had a full report about the water system here. The commissioner felt that the city should have the benefit of this information and he suggested that the commission of the department be consulted. With reference to the proposed extension to East St. John, he said that he thought the pipe should be connected at Kane's Corner and not at the One Mile House and thus save the additional expense at present.

Commissioner McEllan said that, while he did not favor any big expenditure at present, he felt that the extension should be made from the One Mile House and that the suggestion advanced by Commissioner Fisher, if carried out, might involve the expenditure of \$40,000. He felt it would be lacking in foresight not to take advantage of the present system.

When asked if the proposed sixteen inch main would interfere with the water pressure in the city, both Superintendent Sewell and Engineer Hare said that it would not. Mr. Sewell said that Engineer McInnis had suggested that a sixteen-inch main be laid out and that a sixteen-inch main be laid out and that a sixteen-inch main be laid out.

Commissioner Hilyard spoke in favor of an extension from the One Mile House to East St. John and said that he had assurance from Messrs. McAvity that they would make connections from the new main to their plant in the Marsh road and, further, that they would erect some houses for the workmen and that this would guarantee a greater revenue. He said that he desired the work to be done immediately or else for the members to turn it down. He considered there had been enough dilly dallying.

Mayor Hare favored the extension from the One Mile House under the circumstances. Commissioner Hilyard then moved that he be given authority to call for the issue of bonds for \$65,000 to carry out the work. He said that the city would supply the material and the pipes, but the excavation would be done by contract. This was seconded by Commissioner Bullock and passed unanimously. Later, when the committee went into council, this was endorsed and the commissioner was given authority to call for tenders for the excavation.

Those Counts Accounts. A discussion was then started by Commissioner Fisher regarding the bill of \$185 which was said to have been submitted to the Public Safety department. He said that instead of the bill being presented, but the amount was the proportioned sum made out by the engineer. He said that instead of the bill being presented, but the amount was the proportioned sum made out by the engineer.

Commissioner McEllan asked if the commissioner was trying to make some one out a liar. He then went to the telephone and summoned his clerk to the meeting. The latter produced a copy of a bill presented to the Public Safety department for the specified amount. After some further remarks the discussion was dropped.

Commissioner Hilyard then informed the meeting that he had awarded a contract to Grant & Home to dismantle the old fire bell in Portland street, erect a tower and install the bell and new striker for a sum of \$450. He said he felt sure the work would be speedily and satisfactorily done.

Government to Hear Them. With reference to the police magistrate memorial, he said he had been informed by Premier Foster yesterday that the meeting would be held in St. John on the night previous to a meeting in Fredericton when the city would be given a hearing. He also explained why the delay had occurred in answering the council, and said that the matter would be given consideration the first week in September.

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Body of Lieut. McEllan Arrives; Funeral Tomorrow

Gallant St. John Aviator Who Was Killed While Aiding in Defence of British Coast—Impressive Funeral Service in England

The body of Lieut. Jarvis McEllan, son of Mr. and Mrs. J. Vernon McEllan of this city, who was killed while flying in England, arrived in the city today. The funeral will be held from Trinity church tomorrow.

How He Fell. Among hundreds of letters, telegrams and cablegrams of sympathy and condolence received by the father and mother of the late aviator, considerable further information has been elicited dealing with the incidents connected with Flight Lieut. McEllan's demise. The immediate cause of death was the result of the skull and a fractured thigh, resulting from the precipitous fall of his machine while trying to avoid a tall chimney stack between Ashington-on-Tyne and Sea House, the base of Lieut. McEllan's squadron, the 256th under Major Gerrard.

It appears the St. John boy had been sent over the stormy North Sea on active duty, an assignment made only to highly competent pilots and an evidence that he was considered a most efficient aviator by his superior officers. This man's testimony, as borne in a pathetic little note to his mother which was taken from his pocket after the accident, is the only word relative to the cause of death which was placed in the very forefront of the fray, guarding the homeland from invading aircraft or giving them battle before they reached the shore.

While flying over North Sea waters, Lieut. McEllan's machine was enveloped in one of the impenetrable fog so often referred to by military and naval writers and with his engine missing he now and again he was forced to descend at the lowest possible level. The largest coil pits in the world are located. While coast guards took care of Lieut. McEllan's plane the St. John boy was indeed in a pained condition.

It was in the manner of Mr. Hunter, general manager of the Ashington mines. This was on Sunday, July 7, a day most pleasantly spent by the young aviator, who was shown every attention by his hospitable host and household. It was in the Hunter home that Lieut. McEllan dashed off the brief note to his mother, chronicling his mishap on the North Sea, his entreatment at Ashington and concluding by saying, "I am still alive and kicking." This note was forwarded to the stricken parents by Lance Corporal Borton who was in command of the guard over the wrecked machine which fell the day following.

The Accident. On Monday morning at 11:30, July 8, Lieut. McEllan ascended from Ashington to return to the base at Sea House. From Air Board information it is learned that it was in evading a tall chimney that the machine became unmanageable, tilting first backwards and then in response to the lieutenant's efforts to right it, forward. Evidently these emergency measures at so short a distance in the air gave the lad little time to stabilize his plane and he tumbled to the ground in few seconds.

When picked up by the medical staff he was quite unconscious. He was hurried to No. 1 Northern Hospital at Newcastle-on-Tyne where he passed peacefully away at 8:30 p. m. July 10th, without regaining his faculties. In a very sweet and sympathetic letter received from Nursing Sister Arthurs, who was assigned upon Lieut. McEllan's case from the start, and although the distance that they suffered no pain and that everything humanly possible was done to bring him back to consciousness and convalescence. Lieut. Balfie Paterson, son of Robert B. Paterson, of Brock & Paterson, this city, remained with his chum until he died. The two boys were pals at home, joined up as comrades, trained together in Toronto and Texas, and, singularly enough, flew together in the king's service and were hand-in-hand at the death. This is a very touching evidence of comradeship and it is gratifying to those at home to know that one so near and friendly was present during the last hours of Lieut. McEllan.

Dr. MacLaren Called. Dr. Murray MacLaren, next day, learning of Lieut. McEllan's accident, hastened to the hospital to which he was taken, and although the distance was considerable, the eminent St. John surgeon-physician was eager to have assisted in the ministrations to the lad. Jarvis was a boy very familiar to Dr. MacLaren as he had been the medical advisor in the McEllan family since the household was established and this only child had been professionally cared for by him at the time of his birth. It was therefore none in the capacity of a warm intimate household friend than as a summoned surgeon that Dr. MacLaren rushed to the bedside. Naturally the parents are filled with deepest gratitude to Dr. MacLaren for the expense of time and effort he made in their behalf and consider it something which will never be able to repay—something which mere money could never have purchased. Dr. MacLaren's letters to Mr. and Mrs. McEllan, giving details

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First Details From Local Survivors of Hospital Ship

Privates Hickman And Taylor Tell Of Sinking

Aboard Submarine

Hickman Questioned by German Commander—Witnessed Fiendish Efforts to Destroy Survivors—How the Gallant Died When Llandoverly Castle Nurses Went Down

At last the worrisome silence has been broken in the home of Edw. Hickman, No. 59 Sparr Cove road, Indian-town, and news of the son and brother, G. R. Hickman, who was saved in the Llandoverly Castle disaster, has reached the almost destroyed household.

The only news of No. 58288, Private Hickman, was that received in a general way in press despatches. Shortly after the big hospital ship was torpedoed Pte. Stanley K. Taylor of Rockland road, the only other St. John survivor, got a letter off to his folks confirming the word of his rescue. So naturally the Hickman family have been worrying greatly since early last month because their boy had not sent them any message.

Evidently Pte. Hickman has had a serious time recovering from the shock of his experiences during that terrible night in July when the brutal Huns tried their best to wipe out all traces of their perfidy. All he sends is a copy of the Canadian Daily Record, a little illustrated paper, containing a full account of the catastrophe and a reference to his own experience, which was as follows:

"Another survivor, Pte. G. R. Hickman, left the sinking ship on No. 7 lifeboat, which was sighted by the submarine about one and a half hours after the Llandoverly Castle disappeared. This boat was brought alongside and Private Hickman taken on board the enemy vessel. He was asked in English to give the name of the ship and was taken below to write the name in a book. When he had done so the German officer checked the name in a book which he produced from a desk.

Private Hickman was asked if there had been any American flying officers on board. He replied "No" and gave particulars of its being a hospital ship with only the medical personnel on board. Later Pte. Hickman was put off the submarine into the captain's lifeboat when it came alongside.

It would appear from this evidence of the St. John survivor that his boat was one of the first to be held up by the submarine in its quest for evidence that might justify the heinous deed. Pte. Hickman, however, stoutly told the truth and gave little comfort to the murdering marines, who would have nothing to flaunt in the face of the captain who was later taken on the U-boat for cross-examination.

It is also stated in the Canadian Daily Record that Private S. K. Taylor of St. John gave evidence that only serves to emphasize the career of wanton destruction engaged in by the submarine following the actual sinking of the big white hospital ship. He was in the sea a whole hour clinging to wreckage before being pulled into the captain's boat. Pte. Taylor says he witnessed the Germans dash their giant craft in amongst wreckage and survivors time and again, evidently striving to entirely destroy all trace of the crime. Later the whole area of the accident was promiscuously shelled. For two hours there were cries for help from all directions but the callous Huns paid no attention, simply loitering about picking out first this survivor and then another like sharpshooters.

The boat in which Private Taylor was saved floated towards the Irish coast from 11 o'clock Thursday night, all through Friday and Friday night until Saturday morning at 9:30, covering seventy miles by rowing and sailing, until picked up by H. M. S. Ly-sander.

Neither of the St. John men in their report of the sinking refer to the nursing sisters, among whom was Anna Stanton of this city. It is quite probable these privates and orderlies were located in another part of the ship. Sgt. Knight is the only survivor who tells anything about them. He says that the nurses were all placed in one big boat, every nurse being fully dressed except two. The steamer was still plodding along as her engine room crew had evidently been killed by the explosion. Frantic efforts were made by the men to cut away the devil ropes and gear as the surge and violent contact promised to swamp the lifeboat, which it eventually did, and the steamer then sinking, sucked the nurses under.

It did not bear a complaint or a murmur. The nurses were supremely calm and collected. Everyone was perfectly conscious. There was not a cry for help or an outward evidence of fear."

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MAJOR RALSTON KILLED IN ACTION

General Uprising in Bohemia is Possible

London, Aug. 13—Tumult in Bohemia has resulted in the execution of seventy-seven Czech soldiers and six officers. The Hungarian garrisons have been reinforced and arms are being confiscated. Public and private meetings have been prohibited and several newspapers suppressed, while others are censored.

Munich newspapers say it is believed that even a slight touch of an uprising about a general uprising in Bohemia.

of their son's injuries and treatment, says they are comforting as such sad messages could possibly be.

Tributes to the Fallen. In the thick sheaf of consoling correspondence received bearing upon the death of Lieut. McEllan, the parents especially prize the tribute of their son's squadron commander, who says in the death of the St. John boy he has lost one of his very best pilots, a young man fearless to a fault and absolutely devoted to duty and discipline. The commander speaks of his good comradship and the respect and cordial esteem in which the lad was held by his fellow aviators.

Lieut. Balfie Paterson also writes very feelingly of his chum's death, realizing how feeble his words might be on so sad a subject. The messages of sympathy cover a wide range of people and places, most of them being from persons who actually knew Lieut. McEllan and enjoyed his half-fellow-well-met disposition. Callers and cards at the stricken home in Horsfield street further evidence the sorrow of the community.

Impressive Obsequies. The body of Lieutenant McEllan was removed to London and cared for by an undertaking firm having a private chapel. An effort was made by Capt. David B. Pidgeon (St. John) of the headquarters staff there, to have Major (Rev. Dr.) J. A. McDonald, second in command of the chaplain service, to conduct services but he was out of reach. Consequently Capt. (Rev.) Kemp (Halifax), a Methodist chaplain, gladly acceded to the request and most sympathetically fulfilled the solemn duty.

There were present at the obsequies Capt. D. B. Pidgeon, who took charge of the funeral arrangements; a representative officer of the Royal Canadian Mounted Police, and a representative of the New Brunswick government offices in London; Mrs. Murray MacLaren, Mrs. G. A. Kuhring and Miss L. M. Hill, all of St. John, the latter two ladies in V. A. D. service. Colonel MacLaren was called to France the day previous.

The coffin, wrapped in the Union Jack, was covered with floral tributes of love and appreciation and particularly touching—a sweet reminder of St. John far across the sea—was a cross of silver leaves and immortelles, bearing the words: "Commemorated to the care of a loving and Almighty Father by New Brunswick Friends." This tribute bore the card of the Women's Canadian Club, St. John, N. B.

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Submarines at the Very Gates of New York

Oil Tanker Sunk Off the Ambrose Channel

Another Off New Jersey

Four Hundred and Forty-Two Men Lost When French Transport Was Torpedoed—Interesting Figures on Anti-Sub-War

New York, Aug. 14—The Associated Press this morning carries the following: German submarines, approaching the very gates of New York harbor, sank the oil tanker Frederick B. Kellogg off the Ambrose Channel last night. Thirty-five members of the crew, brought here today, reported that several others are missing. These survivors were picked up by an American steamer ship.

The Frederick B. Kellogg was a new tank steamship of 7,127 tons gross register, valued at more than \$1,500,000, under command of Captain C. H. White. She was on her way from Tampa, Mexico, to Boston with a cargo of approximately 70,000 barrels of crude oil. The ship was owned by the Petroleum Transport Company.

A. U. S. Steamer. Washington, Aug. 13—The steamer Henry Kellogg has been torpedoed by a German submarine off the New Jersey coast, according to a report received late tonight by the navy department. Hundreds Lost.

Paris, Aug. 13—Four hundred and forty-two men are missing as a result of the torpedoing of the French steamer Djennah in the Mediterranean with troops on board, according to an official announcement tonight. Four days later the French steamer Australia also was torpedoed in the Mediterranean. The Australian remained afloat.

Fighting the Pirates. London, Aug. 14—Interesting figures and percentages concerning Allied warfare engaged in anti-submarine warfare have been prepared in London. They show that in the eastern Atlantic eighty per cent of the vessels are British, fourteen per cent American and six per cent French. Submarines engaged in hunting submarines in the same waters are seventy-eight per cent British, seventeen per cent French and five per cent American.

Of the miscellaneous patrol craft eighty-six per cent are British, eleven per cent French and three per cent American.

In the Mediterranean thirty-eight per cent of the destroyers are French, twenty-seven per cent British, twenty-six per cent Italian, seven per cent Japanese, and two per cent American.

Of the submarines there fifty per cent are Italian, thirty-seven per cent French and thirteen per cent British. Miscellaneous vessels are comprised of fifty-five per cent French, twenty-three per cent British, eight per cent American and four per cent Italian.

Corrected figures to date for Atlantic ocean conveying show that the British have seventy per cent, the Americans twenty-seven per cent and the French three per cent.

Karlsruhe Suffers Serious Damage

Geneva, Aug. 13—Details received here concerning the recent British aerial bombardment at Karlsruhe say that the northern portion of the station was seriously damaged as also was the arsenal, where there was a heavy explosion. One bomb exploded on the wing of the palace of the Grand Duchess Sophie, killing or injuring several visitors and servants. A second bomb fell near a cannon factory, which, however, escaped injury. A third bomb smashed the windows of the principal church of the city. At the time the church was filled with worshippers who fled in panic. Many persons were injured.

The Germans admit that eleven persons were killed and twenty-six injured. Up to the present no train from Karlsruhe has arrived at Basel since the raid.

Purchased Promotion?

Montreal, Aug. 14—Following a letter yesterday from Mayor Martin stating that he was in a position to charge that former Inspector Bourgeois, who has been relied on pension, paid \$2,500 to a captain for promotion from the rank of a nativity in 1917, Chairman Decary of the city administrative commission, declined to make any statement on the matter. It is, however, certain that a prompt and full investigation will be made by the commission before any decision is reached on the former officer's pension which is now pending at the city hall.