

(Continued from page two)

High Wood and the rib of earth which the windmill crowned beyond Pozieres have been steeped with blood of men fallen there in their long stand under the heaviest orgy of shell fire in the history of war, as experts agree, as German wrestled with Briton, not for a piece of farm land, but for military and human mastery. The British push was largely down hill. They put behind them the high ground whose slopes give them shelter for their guns and whose crest gives them observation for their artillery fire. Evidently the Germans did not expect the attack, considering that the offensive was over and that the British would set the down for the winter in their new and advantageous positions. "Never before, probably, have more guns been playing over the same length of front than along the six miles where the British made their advance on July 1, and where they have continued their offensive with plenary and dogged persistence. The Germans kept on bringing up guns until now they have 1,000 in this short sector. The Associated Press correspondent, moving over the region of the devastated villages and shell torn earth, interested by new roads, saw on Thursday how enormously the British had increased their own artillery."

London, Sept. 17.—Additional gains along a front of more than a mile and a half were secured by the British last night in pressing their offensive north of the Somme, the war office announced this afternoon. The "Danube Trench," about a mile long, was taken, and additional territory on a thousand yards front from near Courcellette, was captured. The text of the statement follows: "South of the Ancre our troops achieved further successes. Last evening in the vicinity of Courcellette we extended our gains on a front of about one thousand yards. In the neighborhood of Thiépval we obtained a considerable success yesterday evening by capturing the hostile fortifications known as the "Danube Trench" on a front of about a mile. Here the enemy abandoned considerable quantities of rifles and equipments. We also captured the strongly defended work of Moquet Farm, possession of which had been hotly contested for some weeks past. "The number of prisoners is increasing. "A number of successful minor enterprises were also carried out by us last night on other parts of the British front." British forces south of the Ancre have made additional progress, according to the official statement from general headquarters issued last night. The advance since Friday along a front of six miles is estimated at from one to two miles. Seventeen hundred additional prisoners captured in the last two days is more than 4,000. The text of the statement reads:

Paris, Sept. 17.—The French have captured all the ground between Verdunvillers and Berny which had remained in possession of the Germans. 700 unwounded prisoners were captured. The communication says, "North of the Somme our artillery actively bombarded German organizations throughout the day. "South of the Somme we attacked, at 2.30 o'clock p. m. at several points, and gained important successes. The villages of Verdunvillers and Berny, of which we held only a part, were conquered in a brilliant assault. Some isolated points are still holding out. "All the ground between Verdunvillers and Denicourt, on the one side, and between Denicourt and Berny on the other, which was defended by several strongly organized systems of trenches, has fallen into our hands after a desperate fight. The struggle still continues around Denicourt. Between Berny and Barleux we captured a number of trenches. All counter-attacks attempted by the enemy during the evening broke down under our artillery fire with heavy German losses. "Up to the present 700 unwounded prisoners, 15 of them officers, have been counted. "There has been the usual cannonade on the remainder of the front."

Petrograd, Sept. 17, via London.—Russian troops have resumed their closing in movement on the Galician town of Halicz, southeast of Lemberg, on the Dniester. The war office announced today that the Teutons had been dislodged from positions south of Brazezany, on the Zlota Lipa, northeast of Halicz, and that the Russians were attacking along the Podvysode-Halicz railway line, where more than 3,000 Germans were taken prisoners and 20 machine guns captured.

London despatches of the 18th, report great fighting and great gains for the allied troops. Following are some of the condensed reports:

"The outskirts of Martinpuich and Courcellette also were reached about the same time. The latter two villages fell into our hands in the course of the afternoon. The Northumbrian and London Territorial, Scottish and English New Army Divisions, with troops from Canada and New Zealand, shared with our guards the credit for these successes."

Athens, Sept. 18.—Franco-Serbian troops have surrounded the Bulgarian forces in Northwestern Macedonia, which are falling back precipitately on Monastir, according to reports reaching here.

British Front in France Sept. 19.—The Canadians captured Courcellette in last Friday's great battle. It was their first big offensive and they are given great credit.

Affairs in Greece.

Athens, Sept. 12, via London, Sept. 13.—King Constantine has accepted the resignation of Premier Zaimis and his cabinet, and has asked M. Dimitracopulos, former minister of justice, to form a new cabinet. M. Dimitracopulos is a supporter of the policy of former Premier Venizelos. He has expressed the opinion that once Roumania came in the war it was time for Greece to abandon her neutrality. London, Sept. 14.—Special despatches from Athens say that the former minister of justice, M. Dimitracopulos, after reaching an understanding with the King, will expound his views to the Entente ministers and decide, according to their attitude, whether to accept the premiership. M. Dimitracopulos, the despatches add, is of the opinion that departure from neutrality on the part of Greece is the only remedy for the present international situation, and refers to the Greco-Turkish war of 1897, when Premier Delyannis incurred all risks in order to re-establish unity in the nation, which was divided, as now. It is reported that M. Dragoumis, the former minister at Petrograd, will be foreign minister in the new cabinet.

Athens, Sept. 14, via London.—The Entente Powers are not satisfied with the programme outlined by M. Dimitracopulos, whose acceptance of the premiership was based on full power to control the national policy.

Scarcity of Labor.

Ottawa, Sept. 12.—It is quite probable that in view of the shortage of labor throughout the country the work of constructing the new parliament building will be delayed until the war is over and that other public works where not absolutely essential at the present time will also be delayed until then. The members of parliament were comparatively comfortable in their quarters at the Victoria Museum last session and it is thought by some that no great discomfort would be experienced if the commencement of the new structure were left for a year or two. This would release for other work probably about one thousand men. Another work which had been proposed to discontinue is the new Welland Canal. This also would release many competent men. The new Welland Canal is not an absolute necessity at the present time. For even if it were completed it would be of no practical advantage to Canadian shippers as a through route until the St. Lawrence canals are deepened also and no move has been made in this direction yet. These questions

are now under the consideration of the government as issues in a comprehensive scheme of public service to meet conditions arising out of the war. It is expected that an announcement will be made shortly. The two main considerations which have to be adequately dealt with are recruiting and labor. Recruiting has fallen off and there is a shortage of labor. To fill up the ranks to the extent of providing the half million men Canada has promised it is necessary to take steps different from those hitherto taken. But to do so without interfering with the other necessities—that of providing war supplies and munitions as well as food and other supplies for the people—is a problem which is taxing the ingenuity of those responsible. It has been said in some quarters that Canada is on the eve of conscription, but although there is a call for it which is becoming louder every day it is regarded as hardly possible for this country to adopt that solution of the difficulty. No doubt there will be a system of registration, but the details of it have not yet been worked out.

September Excursions TO THE Canadian Metropolis

Montreal, Alt. 48.3. Population 700,000, the commercial metropolis of Canada and sixth largest city in North America. Beautifully situated at the foot of Mount Royal on an island in the St. Lawrence River, about 700 miles from the estuary of that mighty artery through which pulsates so large a portion of Canada's commercial life. The city is built on the site of the ancient Indian village of Hochelaga, first visited by Jacques Cartier in 1535. Over 350 years ago the early French navigators established a trading post for furs here, and it was the last section of French Canada to pass into the possession of Great Britain in 1760. At the head of ocean navigation, with command of one of the three water routes by which the products of the West can reach Europe, Montreal has seven miles of fine wharves of masonry, vast warehouses and grain elevators, and the largest floating dry dock in the world. Big transatlantic steamers call here regularly from ports in Europe during the season of navigation and the harbor has won its place amongst the most important of the world, both as regards the sufficiency of the equipment and the extent of the business done. Numerous railway lines make Montreal a centre for a vast and constantly growing trade. Montreal is a city of great enterprises, with a record for stability equal to that of any of the great cities of America, and is advancing year by year to a still greater future. Besides its commercial greatness, the city has the additional charm of historic attractions, and there are many places of interest which link the present with an eventful past. With imposing public buildings, universities, educational institutions, magnificent churches, fine business blocks, substantial manufacturing establishments, splendid hotels and handsome residences, the city possesses all that is calculated to make a city attractive. Evidences of prosperity and wealth are everywhere.

From "Notes by the Way" an interesting and instructive booklet issued by the Canadian Government Railways. Passengers taking advantage of the low fares—single fare for the round trip plus one dollar on Thursday, Friday and Saturday, Sept. 21st, 22nd and 23rd, good for return October 9th, should procure copy of the booklet from the principal ticket agents or by writing the General Passenger Agent at Montreal, N. N.

Sept. 20, 1916—11

The Quebec Bridge.

Ottawa, Sept. 12.—Contrary to expectation there was no meeting of the cabinet, this afternoon. It was thought the Quebec bridge would be discussed. Sir Robert Borden intimated, however, that the matter had not yet been taken up by the government. It is quite probable that the government will make no move in the affair, as it seems to be considered generally that the contractors are wholly responsible and that it is

regarding the designs of expert engineers, appointed by itself, accepted the St. Lawrence Bridge Company's alternative plan and accepted the company's figures for that work without further competition. The Laurier government, that famous "business administration," is entitled for all the credit for the bridge which is not yet built. And the total cost to Canada from first to last has been \$20,043,578.

The War Map of Europe

Bethmann-Hollweg issued a defiant note to the allies a few months since in which he affirmed that the "war map of Europe" would stand. Here was the map. The Germans had overrun Belgium, Poland, Serbia, Northern France—and the allies could make the most of it. As for Germany, there she stood, immovable.

But the war map of Europe is undergoing some serious changes, the German chancellor to the contrary notwithstanding. The lines are being steadily pushed back on the west front and the Russians have materially altered conditions in the east, where they have captured the whole of the Austro-Hungarian Provinces of Bukovina and have likewise laid military claim to a large part of Galicia.

Map changes that are on the eve of being made in the Balkans are, however, the really important changes that the chancellor failed to foresee, and that he is powerless to prevent, says an exchange.

The Russians already have crossed the Danube at the Siberian Rumanian frontier, and they are making straight for the Berlin-Bagdad Railway. Before winter sets in the allies will be astride this road; they will be in Sofia and Constantinople.

Then will Germany be faced with the loss of her fondest and most cherished dream, that of a central tier of European states, Bulgaria and Turkey cut off from her, her economic future, which she had carefully planned to make independent of the British control of the seas, and to afford to her an outlet on the Mediterranean and an opening toward the Far East, will have come to nothing.

With her eastern allies in the hands of her enemies, will Bethmann-Hollweg still defiantly point to "the war-map of Europe."

Twenty-two persons were killed when a north-bound passenger train on the National Railway of Mexico struck a spreading rail near Oriz, Chihuahua, about 75 miles south of Chihuahua City.

At Syracuse, N. Y., the other day Lee Axworthy, the world's champion trotting stallion, lowered his own record by negotiating a mile in two minutes flat. Paced by two running horses the son of Guy Axworthy never faltered during the trial against time, trotting each of the four quarters in exactly thirty seconds. Axworthy's former record was 2:04. Under perfect weather and track conditions his driver, Ben White, essayed to break the track record of 2:01½ held by Harvester, and his feat in also shattering the world's record will go down in history as one of the greatest achievements of the sport.

A St. John despatch says—The little steamer "Amelia," which plies between Pictou and Prince Edward Island, has fallen into a tidy fortune for salvaging the Belgian steamer "Induction," realising possibly as high as \$1,000,000. The steamer was abandoned when it threatened to go on rocks at Magdalen Islands. Eventually it was wrecked, but drifted clear about a week ago, and was picked up by the "Amelia" and towed to Port Mulgrave, N. S. She has a number cargo shipped at Campbellton for across.

Canadian Government Railways

Change in Time—P. E. I. Railway

Commencing Monday, Sept. 25th, 1916, the morning train will leave Elmira 5.30 o'clock, Souris 6.40, Mt. Stewart 8.40 and arrive at Charlottetown 9.45 o'clock. The morning train will leave Georgetown at 6.40 o'clock, Mt. Stewart 8.35 connecting at Mt. Stewart with train from Souris at 8.35, arriving in Charlottetown at 9.45 o'clock. District Passenger Agent's Office, Sept. 20th, 1916—11.

Local and Other Items

The large two story warehouse of the Tignish Trading Company was burned with all its contents, on Saturday night.

During Exhibition week, the Car Ferry steamer will ply between Charlottetown and Pictou in conjunction with the Stanley, so as to accommodate the people.

Devilish Dorothy, owned by Dr. J. T. Jenkins, Charlottetown, won the 2.19 trotting race at Halifax on Friday last. She won in three straight heats and lowered her record to 2.17½.

"If any of you go to Canada, I hope you will give me a call. You will find a hearty reception awaiting you," said the Duke of Devonshire to a gathering of his tenants at Pentrich Vicarage.

Two sharks were caught at Mispec a few days ago. They were man-eating sharks and measured ten and one-half feet respectively. The two fish weighed 810 pounds and 1,100 pounds respectively.

Gerald Kelly, child of Alderman Kelly, aged seven was run over and killed by an electric car in Spring Garden Road, Halifax, Monday morning, while on his way to school. He attempted to cross the track while the car was speeding along.

A cable from King George dated Windsor Castle September 12, to the Duke of Connaught, says: "I am deeply concerned to hear of the Quebec bridge disaster and sincerely trust that the loss of life is not heavy. A cable was also received from A.W. Smithers, chairman of the G. T. P., expressing sympathy on behalf of the board of directors to which Sir Robert Borden replied.

London advices say that Brigadier General Lord Brooke has been wounded in France. Lord Brooke is the eldest son of the fifth Earl of Warwick, and has lately been in command of the Fourth Infantry Brigade of the Canadian expeditionary force. He commanded the manoeuvres in Canada in 1914, and was aide de camp to the commander-in-chief in command of the British army in France in 1914 and 1915.

The steamship Paris, of the French Transport Steamship Company, was launched at St. Nazaire, France, on Sept. 12th. She is the largest steamship ever constructed in any French yard, and will go into service between Havre and New York. The Paris has a displacement of 37,000 tons, and has 45,000 horsepower. She is 839 feet long, with a beam of 84 feet and a depth and a draft of 40 feet. The new steamship has accommodation for 3,000 passengers of all classes.

A terrific explosion occurring in the lake of the exhibition grounds Toronto, cost the lives of two soldiers. Quartermaster-Sergeant William James Griffith, of 921 Ossington Ave., and Sapper John Edwards, 34 Lavinia street, Swansea. The men were in a small boat engaged in placing explosives in the lake for the camera of a moving picture man. In their boat was a quantity of dynamite which in some fashion was set off and the resulting explosion tore the men and boat to atoms. The men belonged to the Canadian engineers and had been employed in providing the submarine explosions on the water front during the exhibition.

On Tuesday evening of last week the Premier and Mrs. Matheson were agreeably surprised when a number of their friends called to tender their felicitations on the twentieth anniversary of their wedding day. Hon. Murdock Kennedy read a most complimentary address, signed by all the members of the Government and their wives. The address was accompanied by a handsome and valuable sterling silver teapot. Premier Matheson expressed, in a short and happy address, the surprise so cleverly administered to Mrs. Matheson and himself, thanking their friends most cordially for their thoughtfulness and great kindness. They both appreciated the valuable gift but much more the kindness and good which prompted it.

MINARD'S LINIMENT CURES COLDS, ETC.

Mary Ovington, Jasper Ont writes:—"My mother had a badly sprained arm. Nothing we used did her any good. Then father got Hagyard's Yellow Oil and it cured mother's arm in a few days Price 5 cents."

MINARD'S LINIMENT CURES DYPHTHERIA.

DEPARTMENT OF THE NAVAL SERVICE.

NOTICE OF SALE.

SEALED TENDERS addressed to the undersigned, will be received up to noon of the 1st October, 1916, for the purchase of the

DOG-FISH FERTILIZER

to be produced at the Dog-Fish Reduction Works at Canoe, N. S., and Clark's Harbour, N. S., during the season of 1916. The total quantity that will be produced is estimated at between 150 and 2.0 tons of 2,000 pounds.

No particular form is necessary for use in tending, but envelopes should be distinctly marked across the face, "To be used for Dog-Fish Fertilizer."

The Fertilizer will be put up in bags of 100 pounds each, and a charge of 15 cents will be made for each bag, additional to the price paid for the fertilizer.

Consistent with the price offered, tenders from bona fide agriculturists will receive first consideration; the right is reserved, however, to reject any or all bids.

Tenders from non-residents of the Province of Nova Scotia, N. S. Brunswick and Prince Edward Island, will not be considered, and guarantees must be given that the fertilizer will not be disposed of or used outside of these provinces.

Tenders should state the quantity required in bags, and the minimum quantity acceptable at the price offered, and from which point it is desired shipment should be made. The price offered should be on the basis of so much per 100 pounds.

Terms of sale are cash within ten (10) days of acceptance of tender for specific quantities, all charges for transportation from works to be borne by the purchaser. Failure to remit within the time specified will result in the cancellation of tender without further notice, and the allotment being directed to the next highest tender, or such other as may be in order.

Remittances should be made payable either to the Department of the Naval Service at Ottawa. Bank cheques will not be accepted. A cash certificate.

G. J. DESBARATS, Deputy Minister of the Naval Service, Department of the Naval Service, Ottawa, August 28, 1916.

Unauthorized publication of this advertisement will not be paid for. Sept. 16th, 1916—21

COMPETITIONS IN Fields of Standing Grain

Competitions in Fields of Standing Grain will be conducted as in former years.

The prizes will be the same and the Island will be divided into the same districts as last year.

The following are the rules governing the competitions:

1. A field of oats shall contain at least five acres; and of wheat at least three acres, and of barley at least two acres.

2. An entry fee of one dollar will be charged, if only one kind of grain is entered, and an additional fee of fifty cents for each additional kind of grain.

3. The entry fee must be sent in with the entry.

Entries should be made to the Provincial Department of Agriculture, Charlottetown, or to any of the following:

M. H. Coughlan, Montague, District Representative for King's.

W. R. Shaw, Charlottetown, District Representative for Queen's.

W. J. Reid, Summerside, District Representative for Prince. And should arrive not later than August 19th.

5. No field will be judged unless the entry fee is paid before the time of judging.

6. Members of the Banner Oat Club should have all fields from which grain for seed will be sold properly inspected while standing.

7. Members of the C. G. S. A. are requested to enter a field in the competition.

8. Competitors should give the Department at least one week's notice when the fields will be ready to cut.

Members of the Banner Oat Club and of the Canadian Seed Growers' Association are asked to notify the Department of the amount of grain they wish inspected in the fields.

Aug. 9, 1916 f.f.

142 Richmond Street

E. W. TAYLOR, JEWELER.....OPTICIAN

By procuring from us you save the exorbitant charges too often made by agents and avoid the possibility of getting a wrong glass with no chance of changing.

If not convenient to come in, and you send us some particulars of your requirements we could mail a pair of eyeglasses or spectacles out for you to try, but a visit to us would be more satisfactory.

Be Careful

OF YOUR EYES. Don't let them become strained or overtaxed when the use of glasses will obviate any weakness or difficulty of vision. If you need spectacles the sooner you will get them the greater service they will render you. If you will let us examine your sight, we can determine the question of what you need, and supply the proper glasses.

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The Prince Edward Island EXHIBITION! AND HORSE RACES AT CHARLOTTETOWN Sept. 26 to 29, 1916

Open to all Canada OVER \$10,000 IN EXHIBITION PRIZES

Live Stock entries, except poultry, close 15th September. All other entries close 19th September.

Three days Horse Racing, \$3,000 in purses. Special attractions in front of the Grand Stand. Nearest Station Agents will give particulars of rates. For Prize List and all information write the Secretary.

FRANK R. HEARTZ, C. R. SMALLWOOD, President, Sec'y-Treas.

Sept 6th, 1916 - 31

The Live Stock Breeders Association

STALLION ENROLLMENT

Every Stallion standing for service in Prince Edward Island, must be enrolled at the Department of Agriculture, and all Certificates of Enrollment must be renewed annually.

Every bill, poster and newspaper advertisement advertising a stallion must show his enrollment number and state whether he is a pure bred, a grade or a cross bred.

For further particulars apply to the DEPARTMENT OF AGRICULTURE, Charlottetown, P. E. Island

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