

THE MAIL AND ADVOCATE.

Vol. I. No. 259.

ST. JOHN'S, NEWFOUNDLAND, SATURDAY, NOVEMBER 21, 1914.

Price:—1 cent.

EYEWITNESSES TELL STORY OF LOSS OF SUPER-DREADNOUGHT 'AUDACIOUS' BY HITTING A MINE TO N. OF IRELAND

Two Members of the Orchestra of the Olympic Say They Were on the Liner When She Was Engaged in the Task of Rescuing the Crew of the Great British Battleship Later in October

SAY THE 'AUDACIOUS' REMAINED AFLOAT FOR TWELVE HOURS AFTER THE EXPLOSION

An Attempt Was Made to Tow the Crippled Ship Into Port But the Hawser Broke Twice and the Ship Had to Be Abandoned—Only Two Fatalities in Crew of Nine Hundred Men

NEW YORK, Nov. 18.—Mail advices brought to New York, apparently confirm the report, published by the Associated Press that the super-dreadnought Audacious, the third largest battleship in the British navy, was sunk after striking a mine off the north coast of Ireland on October 27.

The report coupled the White Star steamship Olympic with the disaster, saying that the officers and crew of the battleship were rescued in the Olympic's lifeboats, and that all or nearly all those on board the Audacious were saved.

The White Star liner diverted her course on her last voyage across the Atlantic and put in at Lough Swilly, Ireland, on October 29. This was explained in cable despatches on no less authority than the British Admiralty, by the fact that mines had been discovered in the steamship lane on the north coast of Ireland, and that the steamer had altered her course as a matter of safety. However, no mention was made of any naval disaster at the time.

The British Admiralty is silent yet with regard to the Audacious.

The Audacious was of the King George V. class—third in tonnage and armament of the British warships. She was a sister ship of the King George V., Centurion, and Ajax, and all were commissioned in 1911 or 1912.

She had a displacement of 24,000 tons, and was 596 feet in length. Her armament consisted of ten 13.5-inch guns, sixteen 4-inch guns, four three-pounders, with three 21-inch torpedo tubes.

In her trials she developed a speed of 22.4 knots, being slightly faster under trial than the other vessels of her class.

STORY TOLD BY EYEWITNESSES

New York, Nov. 18.—The first Hugh Griffiths, musician, members authentic detailed account of the of the orchestra of the Olympic, the sinking of the super-dreadnought ship which rescued the crew of the Audacious on October 27 off the Audacious and took them to Lough coast of Ireland is brought here by Swilly.

The men arrived on the American James R. Beames, bandmaster, and liner New York.

In spite of the fact that there were nine hundred officers and men on the Audacious and that the rescue work was carried on under great difficulty in heavy seas and a westerly gale, only two lives were lost. One was a petty officer, who was drowned out of a lifeboat; the other a gunner's mate, who was struck by a fragment of steel when the Audacious was blown up.

Was Deep in Water.

Bandmaster Beames told this story: "After the Olympic left New York on October 21," he said, "we heard for the first time that the north-east coast of Ireland was reported to have been mined and that certain shipping men in New York had bet long odds that the ship would not reach Greenock safely.

"All went well, however, until 10 o'clock on the morning of October 27, when we sighted Tory Island, off the Irish coast. It was a dull, cold morning, with a strong, westerly gale blowing, and a very heavy sea running. At 11 o'clock we sighted two warships ahead. The larger of the two was wallowing in the trough of the sea and so deep by the stern that the seas were washing over the quarter deck. This was the Audacious.

Distress Signal Flying.

"At first we did not think there was anything serious the matter until the other vessel, which proved to be the cruiser Liverpool, began to circle a zigzag fashion across the course of the Olympic for about fifteen minutes. By that time we were close enough to observe from the Audacious that the battleship had her distress signal flying, a blue and white checkered flag, the letter 'N' of the International Signal Code, at her main signal yard.

"The cruiser had circled ahead of the Olympic in order to be certain that there was no further risk from mines. We stopped within five hundred yards of the disabled warship, and a few minutes later the order was given: 'Man the boats!'

"Fourteen lifeboats were swung out on the port side first, under the direction of Staff Captain Metcalfe, but they were swung in again, and the boats were lowered from the starboard side. They were manned by sailors, firemen and stewards from the Olympic without any excitement. When the order was given the stewards all rushed for the boats, and a bell-boy, not fifteen years old, climbed into lifeboat No. 2 and hid, and he was not discovered until the boat had left the ship.

"While the boats were being lowered a boat was put out on the port side of the battleship with five men in it, and almost immediately captured.

(Continued on page 3)

Russians Unbroken In Poland

Administer Severe Check to the Germans and it is Believed They Have Outflanked the Enemy

London, Nov. 21.—The German attempts to break through the Russian armies in Poland have sustained a severe check, which, according to present indications, are likely to have decisive consequences for the enemy, says a despatch from the Petrograd correspondent of the Times.

The message continues: "The official report of the capture of a battery north-west of Lodz is extremely significant and suggestive, probably, of a successful Russian banking movement from the direction of Pietrkow. News was received last night of the arrival of large Russian reinforcements which would probably account for the reverses the Germans have sustained."

PETROGRAD FEELS MORE CONFIDENT

Thinks That Russian Commander-in-Chief Has Situation Well in Hand

London, Nov. 20.—The Daily Telegraph's correspondent at Petrograd says a certain amount of apprehension was felt here with regard to the situation in North-West Russian Poland, but it was obliterated by the latest general staff announcement, taken in conjunction with other authoritative information regarding the fighting of the last few days.

The mere fact of the Commander-in-Chief admitting that the Russian troops are falling back on the River Buzna suggests that this step is being taken deliberately for strategic reasons.

It is to the Russians' advantage to entice the enemy as far as possible into the region of torn up roads, wrecked bridges and devastated railways which he left behind on his retreat from Vistula, for they can beat him with much more ease and comfort when he is separated from the well-organized system of communications in his own country.

Destroy German Supply Trains

Washington, Nov. 21.—Foreign office despatches to the French Embassy here mentioned the success of the French in repulsing German attacks in Argonne as stated in the communication of the War Office and announced the destruction of German earth-works and supply trains in the vicinity of Rheims.

MUCH-CENSORED MESSAGE BRINGS HOPE AUDACIOUS MAY NOT BE AT BOTTOM

New York Gets Cable Wherein Words "Best Information Repairing" Have Passed Censor's Blue Pencil—Conflicts With Previous Advices on the Incident

New York, Nov. 18.—Whether the British super-dreadnought, Audacious, is now at the bottom of the sea or is being repaired by the British Admiralty, and may again see service, is the only mystery connected with reports of the vessel of the first line of Britain's naval defence falling a victim to a German mine or torpedo in the North Sea.

A report said the Audacious was blown up by the British cruiser Liverpool that her wreck might not interfere with traffic. A cable received from London today, however, indicates that this may be a mistaken version of the disaster to the dreadnought.

Owing to the fact that the British censors will permit no reference to the disaster to the Audacious to be cable-printed in London papers, it was only through the most carefully worded messages that it was possible to convey this information.

A message so framed that it was passed by the censors came in reply and declared "Repairing." "Best information repairing. The message also indicated there has been but one fatality.

The following is published by the World. "Directly contradicting the story regarding a wireless message received on the Olympic from the Audacious, was a statement made by Dr. J. C. H. Beaumont, surgeon of the Olympic, who arrived in New York on the Baltic.

He said the Olympic made no rescue of any sort on her voyage from New York to Lough Swilly, and that he saw or heard nothing of the Audacious, though it would have lain in his line of duty to attend to any sufferers brought aboard the Olympic.

It was explained by the Associated Press that the story had been forwarded by the London office which

VIOLENT GERMAN ATTACKS FAILED IN EVERY INSTANCE TO BREAK ALLIES' LINES

Intention Was Evidently to Wear Down Allies by Repeated Attacks and Then Shatter Them by Prolonged Bombardment

THESE INTENTIONS COMPLETELY FOILED

Sustained Assaults of Even the Prussian Guard Decisively Repulsed—Line Unshaken Under Tremendous Fire

(British Official Narrative.)

London, Nov. 18.—Col. L. D. Swindon, the official observer at the British headquarters, gives a further chapter of his narrative of operations at the front, bringing up his account to Nov. 13th. His latest report describes the fierce action of the Prussian Guards on the British lines in the neighborhood of Ypres.

Colonel Swindon's report, issued through the official press bureau, follows: "The demerit in the force of the German rush to the west has not lasted long. The section of the front to the north of our forces was the first to meet the resurgence of violence in the shape of an attack in the neighborhood of Dixmude and Bixchoote.

"Our turn came next. After eight days of comparative relaxation we were under constant pressure from Tuesday, November 3rd, to Tuesday, 10th. The next day saw a repetition of the attempt to break through our lines on the French coast.

Expected Happened.

"What we realized might happen, did happen. In spite of the immense losses suffered by the enemy during the five day attack against Ypres, which lasted from October 29th to the second of this month, the cessation of their more violent efforts on the latter day did not realize the abandonment of the whole project, but merely the temporary relinquishment of the main offensive until fresh troops had been massed to carry on what was proving to be a costly and difficult operation.

Meanwhile the interval was employed in endeavoring to wear out the Allies by repeated local attacks of varying force, and to shatter them by prolonged and concentrated bombardment. By the 11th, therefore, it seems that they considered they had attained both objects, for on that day, they commenced the desperate battle for the possession of Ypres and its neighborhood.

"Though the struggle has not yet come to an end, this much can be said: The Germans have gained some ground but they have not yet captured Ypres."

Enemy Foiled in Main Objective.

"In repulsing the enemy so far we have suffered heavy casualties, but battles of this fierce and prolonged nature cannot be but costly to both sides. We have the satisfaction of knowing that we have foiled the enemy in what appears to be at present his main object in the western theatre of operations, and have inflicted immensely greater losses on him than those we have suffered ourselves.

"To carry on the narrative for the three days of the 10th, 11th, and 12th November.

"Tuesday, the 10th, was uneventful for us. At some distance from our (Continued on page 4.)

Admiralty Extends Area Of Mine System

London, Nov. 21.—The British Admiralty announces that, owing to its extension of its mine system, after Nov. 27 pilotage will be compulsory in the Humber and on the Tyne River, in the Firth of Forth and the Moray Firth and in Scapa Flow.

It will be highly dangerous, the Admiralty statement adds, for vessels to be without a pilot in these waters.

had received it from a correspondent in the North of Ireland. No further information could be given.

Przemysl Will Soon Be Taken

Russians Capture Most of the Entrenchments and Many of the Fortifications

Paris, Nov. 21.—It is announced here in a despatch from Petrograd that the siege of Przemysl appears to be rapidly approaching and the trenches are surrendering. Some of the fortifications are in possession of the Russian troops.

Many of the trenches were found filled with lime, confirming the statement of prisoners that cholera is raging in the garrison of Przemysl.

"Are Beyond All Praise" Says French

London, Nov. 21.—A remarkable tribute to the bravery of the British soldiers fighting in France is paid by Field-Marshal French, in a special order which was published here today.

The order, which is addressed to the Second Brigade Army Corps and is dated Field Headquarters, Nov. 3rd, says in part:

"Your Commander-in-Chief watched with deepest admiration and solicitude the splendid stand made by the soldiers of His Majesty the King in their splendid efforts to maintain the forward position which they have won by gallantry and steadfastness. Its courage and endurance are beyond all praise.

"It is an honor to belong to such an army."

German Generals Suicide

Petrograd, Nov. 21.—A despatch from Warsaw says that the German Generals Von Bredow and Von Bromm committed suicide at Czenstochowa, Russian Poland, after the German defeat.

Punishment For Turkey

Petrograd, Nov. 21.—Russian warships bombarded the port of Kefa, in Turkish Armenia, 10 miles south-west of Batum on the Black Sea, whence the Turks were preparing for an offensive movement in the direction of the different passes of the atcharckl region, destroying part of the barracks and custom house, blowing up the ammunition depot and setting the place on fire.

BELIEVED HIM REMISS IN DUTY

London, Nov. 21.—A despatch from Copenhagen says that because the German auxiliary cruiser Berlin, now interned, was able to pass Fort Trondhjem, Norway, unchallenged, the commandant of the fort has been removed and an inquiry instituted.

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## RUSSIAN SHIPS IN BLACK SEA HAVE HEAVY GUNS

Two Have Four Each, While Goeben Carries Ten 11-Inch Guns

### TURKEY OUTCLASSED IN SMALL VESSELS

Turkish Army is Estimated at 200,000—Most of them Are Veterans

WITH the injection into the naval warfare of the present struggle of a new factor—Turkey—the consideration of strength of the Russian Black Sea fleet, which will have to cope with Turkey's partly German fleet, is of interest.

Russia has no Dreadnoughts in the Black Sea fleet. She has six battleships, two cruisers, twenty-six torpedo boat destroyers, fourteen torpedo boats, eleven submarines, and a host of auxiliary vessels.

#### Chief Battleships.

First of the battleships are the Ivestaf and the Ioann Ziatoust, completed in 1910, and the Pantelimon, completed in 1903. These vessels, known as the Ivestaf class, are supposed to carry each four 12-inch and four 8-inch rifles, in their main batteries and 12 6-inch and 14 12-pounders in their secondary batteries. They have four torpedo tubes.

The Pantelimon, however, actually carries 16 6-inch guns and no 8-inch. The other two vessels are armed according to specifications. These are the most modern of the battle fleet. They can make 16 knots. Their displacement is 12,800 tons and they each carry 730 men.

The Rotislav, completed in 1895, carries four 10-inch and eight 6-inch guns in her main battery and 12 three-pounders and some rapid fire guns in the secondary. She has six torpedo tubes. Her speed is 16 knots, her displacement 9,000 tons and she has a crew of 631 men.

#### Uses Liquid Fuel.

Like the vessels of the Ivestaf class, this battleship can also use liquid fuel.

The Tri Sviatitella is a little larger. She carries four 12-inch guns in her main battery and a secondary battery of ten 6-inch and four 4.7-inch guns and has two torpedo tubes. She was laid down in 1891 and completed in 1898. She has since been reconstructed. Her speed is 18 knots, her displacement 12,540 tons and her crew 731 strong.

The last of the battleships is the Georgi Pobiedonosets, an old vessel, built in 1882. She has a main battery of six old style 12-inch guns with seven 6-inch and eight 12-pounders in the secondary battery. She is equipped with seven torpedo tubes. Her speed is 16 knots. She is of 10,250 tons displacement and carries 559 men.

#### Russian Cruisers.

The two cruisers are the Kagoul and the Pamiat Merkooria, protected cruisers of 6,750 tons, built in 1902-1903. They are armed with twelve 6-inch, twelve 12-pounders, some rapid fire, and two torpedo tubes. Their speed is 23 knots. These are modern vessels, capable of giving a

good account of themselves. They each carry 573 men.

The 26 destroyers are fairly modern vessels, and nine of them are first-class, with a speed of 23 knots.

The torpedo boats are old and not very fast. There are also a number of gunboats, mine layers, and supply ships. Four old battleships—the Sloppe, the Imperatiza Maria, the Imperator Alexander III, and the Jekatarina II.—are not mentioned on the latest active lists and seem to have been turned into floating batteries.

#### Goeben is There.

Against this fleet Turkey can put the German battle cruiser Goeben, three old battleships, and two good protected cruisers, with the fast light cruiser Breslau. In the torpedo flotilla Turkey is outclassed, having on eight destroyers and nine torpedo boats.

The battle cruiser Goeben was completed in 1912. She is of 23,000 tons displacement and carries ten 11-inch guns in her main battery, with twelve 6-inch and twelve 24-pounders in the secondary. She has four torpedo tubes, and has a speed of 28 knots. She has a crew of 1,107 officers and men.

Two of the battleships—the Hairredin Barbarossa and the Torgut Reis—were the German Kurfurst Friedrich Wilhelm and the Weissenburg, built in 1891, and purchased by Turkey in 1910. Each carries six 11-inch guns in her main battery and eight 4.1-inch and eight 15-pounders in the secondary. A third vessel, the Mesudiyeh, is quite old, having been built in 1872 and rebuilt in 1902. She carries two 9.2-inch and twelve 6-inch guns in her main battery and 24 light guns in her secondary battery.

#### Two Protected Cruisers

The protected cruisers Hamidieh and Medjidieh, while not of precisely the same type, are so nearly alike that they can be considered together. Each is armed with two 6-inch and eight 4.7-inch guns, together with several small rapid fire guns, has three torpedo tubes and carries 300 men. Each is designed to make 22 knots. The Hamidieh, it will be recalled, was particularly active and successful during the Balkan war.

Hardly recovered from the Balkan war, the strength of the Turkish army at the present time cannot be estimated with accuracy. Conservative figures, however, would place its first line strength at approximately 200,000 men, most of whom are veterans. The Nizam, or regular army of the first line, is composed on paper, of 43 divisions, organized in 14 army corps and five independent divisions. Just how much of this divisional organization is now ready for active service is a question.

#### Turkish Division.

A Turkish Nizam division consists normally of three line regiments of infantry, a rifle battalion, and from six to nine field batteries. The artillery, if armed with quick-firing guns, has four guns to a battery; if with old style guns, six to a battery. An army corps consists of two or three divisions, a cavalry brigade, three howitzer companies, six mounted batteries, an engineer battalion, and a telegraph company.

The cavalry strength is supposed to be 49 regiments of five squadrons each. Besides this there are 24 regiments of Kurdish tribal cavalry. In European Turkey there are 11,000 men of the gendarmerie, now being reorganized.

There are also 22 companies of frontier guards, formed to relieve detachments of the regular army scattered about the Russian and Persian frontier.

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## Battlefield Is One Vast Cemetery

Germans Seem to be Staking Everything on the Issue in Belgium and are Reluctant in Their Expenditure of Lives

Paris, Nov. 18.—The fighting on the Yser and around Ypres was carried on with a violence and obstinacy which must be unparalleled in the annals of warfare. The correspondents repeat over and over, because no more descriptive phrase can be found, that the battlefield itself is one vast cemetery, and the country behind it one vast hospital.

Beside the awful loss of life the destruction of beautiful towns like Ypres, with their wonderful treasures of art and memorials of history, passes almost unnoticed, and in the lists of dead names of ten distinguished in letters, science and public life are for the present lost in the mass of this vast anonymous sacrifice.

#### Blind Daring

For good or ill the Germans are evidently staking everything upon the issue in Belgium. A French soldier, who was wounded on Monday on the Yser, and has reached Paris gives today an account of his experiences which clearly indicates the blind daring and almost incredible determination of their assaults.

"My brigade," he says, "occupied a front of two and half miles to the north of Ypres. The Germans threw themselves upon it in considerable numbers on Wednesday of last week. Our troops resisted stubbornly, but enormous losses did not stop the attack. Up to Thursday evening they came on repeatedly with reinforcements. I saw a single trench lost and retaken seven times in one day. After that there was a short interval, but on Saturday morning they attacked more violently than ever to the north of Dixmude. For forty hours we fought foot by foot without a moment's respite.

#### Impossible to Describe

"It is impossible to describe such a hell, but I witnessed the following incident:

"A German regiment advanced, with flag flying, to within 300 yards of our trenches. It was met by a fire so deadly that it fell back. After being reformed in the year it returned in markedly diminished numbers, and this time it got within about 100 yards of our lines. Our guns poured a torrent of fire upon it, and again it retreated. A third time it attempted the assault. This time the order was given to hold our fire until they had come up. At twenty yards every gun and rifle-blazed away. Ten minutes later the regiment was wiped out; in less than an hour 3,000 men had been slain."

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The number of recommendations below should be satisfactory proof that these "ENGINES" though built for Gasoline will run satisfactorily on Kerosene.

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The 8 H.P. A— Engine is here in a boat about the same size and they cannot do it, and for some, the A— Engine, F— Engine and all is here, have had plenty of trouble, and we have not had one hour's trouble since we had the "FERRO ENGINE." I say it is the best here.

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(SGD.) MOSES BURTON.

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### EYEWITNESSES TELL STORY OF LOSS OF SUPER-DREADNOUGHT "AUDACIOUS" BY HITTING A MINE IN THE IRISH SEA

Two Members of the Orchestra of the Olympic Say They Were on the Liner When She Was Engaged in the Task of Rescuing the Crew of the Great British Battleship Late in October

SAY THE 'AUDACIOUS' REMAINED AFLOAT FOR TWELVE HOURS AFTER THE EXPLOSION

An Attempt Was Made to Tow the Crippled Ship Into Port But the Hawser Broke Twice and the Ship Had to be Abandoned—Only Two Fatalities in Crew of Nine Hundred Men

(Continued from page 1)  
sized in the heavy sea. A minutes or two later we saw clearly from the deck of the Olympic four heads bobbing on top of the water, and then four men climbed upon the keel of the capsized boat. The fifth man, petty officer, was drowned.

"A second boat put off from the starboard side of the Audacious and rescued the men from their perilous position after they had clung on for ten minutes.

**Huge Sea Running.**  
"The lifeboats were half an hour in reaching the side of the warship, owing to the big seas, which made rowing difficult. The bowmen threw the painters when they got close alongside, and they were caught by the crew of the Audacious and made fast on board.

"As the lifeboats rose on top of the high seas, the crew of the partly submerged warship took their chances and jumped down the rail. The discipline on the Audacious was magnificent. The men stood stripped to their trousers and flannel undershirts, calmly waiting their turns, as if it were an ordinary drill while the officers walked the bridge with their hands behind their backs as if they were on review.

**Crew Taken On.**  
"While the rescue work was going on, several torpedo-boats, trawlers and light cruisers had come on the scene in answer to wireless messages sent by the Liverpool. Two hundred and fifty of the crew of the Audacious were taken to the Olympic and 450 others were distributed among the destroyers and the cruisers. The remaining 200 of the crew were mustered on the fore-castle head of the Audacious to assist in attempting to save the ship.

"By this time the Audacious was very deep in the water. The mine had blown the hole into her at 8 o'clock, and she had then been five hours with water rushing through the great breach in her port quarter. The port rail of the quarter deck was under water, and her port guns in the main turret were awash.

**Abandoned Boats.**  
"Some of the Olympic's boats made as many as three trips in rescuing the crew. By 1 o'clock the crew of the Olympic had returned on board, leaving fourteen lifeboats floating adrift, because it was impossible to hoist them up in the heavy sea.

"The salvage operations were begun by the little destroyer Fury by a splendid piece of seamanship. She came close up to the Olympic and took a light steel hawser over to the bow of the Audacious, where it was put around the capstan and the men in the fore-castle head hove in a big steel hawser, which they made fast to the Audacious.

"After skilful manoeuvring, Capt. H. J. Haddock, commander of the Olympic, started with a steady strain to tow the battleship to Lough Swilly, which was twenty miles away. The heavy seas lifted the Olympic up and caused the hawser

to snap from the weight of the battleship in the trough of the sea.

"Once again the plucky little destroyer Fury came and cast another hawser from the Olympic to the Audacious. The second hawser snapped in the same manner. As a final effort, Capt. Haddock tried to get a six-inch hawser to the battleship from the Olympic direct by manoeuvring his ship so as to get her stern directly over the bow of the Audacious. After several attempts this was given up. The seas and gale had increased in violence and there would have been danger of a collision if the Olympic got too close.

"At 6 o'clock it had become dark, and the captain of the Audacious signalled to Capt. Haddock to go on to Lough Swilly and leave his lifeboats to be used for rescuing the 200 men left on the Audacious when it became necessary.

"The Olympic arrived in Lough Swilly on the same night. The survivors of the battleship had very little clothing when they boarded the Olympic and were fitted out by the crew of the liner.

"An engine artificer, in describing the disaster, said that he had just gone on duty at eight bells and was in the steering room when he heard a loud report on the port side resembling a six-inch gun.

**Crew Was Calm.**  
"A few minutes afterward the word was passed to the engine room: 'Torpedo, port side. Close all watertight doors.'

"The order having been obeyed, he went on deck, where most of the crew had quietly assembled, waiting for orders. The other battleships of the squadron that accompanied the Audacious had steamed away a moment after the explosion, following Admiralty instructions.

"After she had been struck the Audacious circled about in order to keep her from settling. The cruiser Liverpool was the first to come up, but could not rescue the crew because she was stripped for action and had very few boats. At first it was thought that the Audacious had been struck by a torpedo fired from a submarine, but it was afterwards discovered that she had hit a floating mine laid by German trawlers sailing under the Norwegian flag.

**Was Low in the Water**  
"The Olympic was the second ship to arrive on the scene, and by that time the Audacious was so down by her stern in the water that the order was given to 'draw the fires.'

"The blowing up of the battleship took place at 9 o'clock that night, and was witnessed from the afterdeck of



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**E.W. GILLETT CO. LTD. TORONTO, ONT.**

the Olympic by Hugh Griffith and several of the passengers and the crew.

"I was standing on deck just after two bells had struck," said Griffiths, "when suddenly a bright glare shot up three or four hundred feet into the sky in a direct line with the harbor, which was where we had left the Audacious. It lit up the whole ship's decks like day for a period of about ten seconds, and then came a low, rumbling report.

"When the 200 men that were left on the Audacious were brought on board the Olympic about midnight by trawlers and destroyers they told us that the Audacious had been blown up by wireless orders from the Admiralty. There was only one fatal accident. A gunner's mate of the Liverpool, who was standing at the rail, aft watching the explosion was struck by a piece of steel and instantly killed.

**Held Olympic Up**  
"In order that the news of the sinking of one of the finest ships in the navy should not get out the Admiralty kept the Olympic in Lough Swilly for a week. There was not a single complaint on the part of the passengers, and they all promised not to make any statements when they landed at Belfast.

"After the nine hundred men of the crew of the Olympic had been paid off in Liverpool and scattered to their homes, the report got out that the Audacious had been sunk, but it was not printed in the newspapers in England."

Lough Swilly is a naval base and is used by British squadrons. While the Olympic lay there five or six of the big warships, accompanied by light cruisers and torpedo-destroyers, were sent going into the lough. They would remain a few hours and then depart.

**No Visitors Allowed**  
The passengers of the Olympic noted that the same squadron never visited Lough Swilly two days in succession. No one was allowed to go on board the Olympic during the week she was anchored there except the officers of the warships who called upon Capt. H. J. Haddock.

The agents of the White Star Line were not admitted to the ship and no mails were sent ashore. Passengers communicated with their friends by telegrams, which were censored by Purser Lancaster and a naval lieutenant who was on board.

Capt. W. J. Roberts, of the New York, said it was commonly reported in shipping circles in Liverpool that the Audacious had been sunk and her crew rescued by the Olympic. Capt. Roberts also said that just before the disaster a small steamer flying the Norwegian flag and manned by German soldiers had been captured in Belfast with her lower hold filled with mines under a deck load of timber.

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The remedy discovered at far Labrador has given relief to many a sufferer; hundreds testifying of this great remedy. Another gives her testimonial from the City.

**Couldn't Eat a Half Meal.**  
St. John's, Oct. 12, 1914.  
I have been troubled with indigestion for a number of years, in fact I have been so bad I couldn't eat half a meal of anything.  
A friend advised me to try A.I.C. and one half pint bottle cured me. I couldn't believe I could be cured in such a short time and now I can eat anything, and food does not trouble me in the least. I think I am perfectly cured. I haven't felt indigestion this month.  
I recommend this medicine to all sufferers from indigestion. You are at liberty to use my name, and anyone not believing this statement can write or consult me personally.  
MRS. GEORGE WELLS, St. John's.  
Sold at St. John's by M. J. Malone, M. Kent, Walter Gosse, J. C. Ryan, J. Healey, G. P. Eagan, Soper & Moore, Wholesale Agent.  
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### 1st Newfoundland Regiment. TOBACCO FUND.

There are 540 Newfoundland Men at the front and about 450 Naval Reservists afloat, and most of them are smokers.  
It is proposed to form a Fund to furnish our Lads with a consignment each month to contain—

- 1/2 lb. Smoking Tobacco,
  - 40 Cigarettes and
  - A Box of Matches.
- To remind them of home.  
A list of Subscribers will be sent with each shipment.  
The Imperial Tobacco Company of St. John's will make out the parcels and the Government will waive the import duty and excise.  
Messrs. A. MacPherson, C. O'N. Conroy and F. H. Donnelly have consented to act as a Committee to take charge of this work. All Subscriptions to be sent to F. H. Donnelly, care City Club.  
W. E. DAVIDSON, Lieut. Colonel.

nov 14, 1914

Our Motto: "SUUM CUIQUE."



(To Every Man His Own.)

**The Mail and Advocate**

Issued every day from the office of publication, 187 Water Street, St. John's, Newfoundland, United Publishing Co. Ltd., Proprietors.

ST. JOHN'S, N.F.L.D., NOV. 21, 1914.

**OUR POINT OF VIEW**

**The Great Convention**

THE Catalina Convention of the F.P.U. just closed was the most important if not the most successful of the F.P.U. Conventions held the past six years. The delegates were a splendid type of men, practical, intelligent, and full of the true Union spirit. They assembled feeling confident that the F.P.U. was now fully established, and proud of the Union's remarkable achievements of the past year.

Since the last Convention the Union Party had proved its mettle and qualification in the House and had been favorably recognized by foe as well as friend. That gives the Union's prestige a grand forward motion which was apparent throughout the four days' constant discussion which prevailed at the recent Convention.

The fact that the prestige of the Trading Company, the Publishing Company and the Union had been fully maintained during the trying days which the Country have passed through since war was declared, was another grand incentive to all to go forward with faith and confidence.

Never before was such confidence in an president so general and so freely manifested. The delegates had an abiding confidence in the president and all rely upon him in a degree that would surprise outsiders if they could realize the exact relations existing between the leader of the Union and the army of members supporting it.

President Coaker, of course, has a thorough grasp of all the Councils and all the Union's connections, and he is a union encyclopaedia, and all bow to his rulings and opinions when expressed. His tact when dealing with men is one of his greatest talents. He makes no slips and while the Convention is sitting he is continually at his post. He never leaves the chair, and he always speaks upon every matter coming before the Convention.

He explains every matter in a manner peculiar to himself, that enables the simplest mind to grasp his meanings. The Convention realizes that each year he greatly improves and the knowledge and experience gained year after year is easily discernable at the Convention and increases his prestige.

He is remarked for his indifference as to whether he is popular or unpopular, and his supporters feel sure that there is no one more actuating him and that is the uplifting of the toilers of the country. He closed the Catalina Convention a far stronger man than he was when it was opened. His opening address carried conviction to every heart and was an inspiration to all present.

During the four days the Convention was in session men have spoken fully twenty hours upon the various matters reviewed. There is no rest for the delegates at the Convention time. All work hard and have only enough time to eat and but half enough to sleep. He opened the Trading Company meeting on Monday at 9.30 a.m. It closed at 1 p.m. At 2.30 p.m. the Supreme Council opened.

The opening address was finished at 5 p.m. in order to permit the speaker to proceed to Bonavista by carriage.

Bonavista was reached at 7 p.m. and the mass meeting opened at 7.30 p.m. It closed just before 10 p.m. in order to permit the President to return to Catalina by the 10.15 train.

He visited his old hosts Mr. and Mrs. Alex. Groves and drank a cup of tea and was off to catch the train.

At 11 p.m. he was presiding over a meeting of the Trading Company's shareholders at the Orange Hall, Catalina, which meeting closed about one o'clock the next morning.

His proposals to form an Export Company are considered the greatest of any of his proposals and if accomplished will stamp him as the most remarkable man Newfoundland ever produced. The faith in his idea may be calculated by the fact that at the Convention some \$2,000 was handed in for shares in the Exporting Company, and Catalina Unionists alone are resolved to purchase \$10,000 worth of shares in the new company.

The Journal of proceedings when published will reveal a thoroughness in the work and a knowledge of conditions that will stamp its records as the most remarkable of all Union proceedings.

The North is as firm as a rock for the Union and will back President Coaker as a unit in anything he appeals to them for and to accomplish.

A revolution has been accomplished in Newfoundland and it would be as well for all to recognize the changed conditions, and endeavor to meet them in a friendly manner.

One great factor was easily recognizable in the Convention, that was that all faith has been lost in the Government and Governor. The people are loyal and ready to die for the Empire, but cannot be convinced that they are not assisting Morris and the Governor by enlisting. If a change of Government came there would be no difficulty in securing 5000 recruits for the Navy.

Those who know President Coaker at a distance would have been surprised had they listened to his patriotic remarks at the Bonavista mass meeting. If his words were loyal at Catalina what he stated at Bonavista far surpassed anything he said at Catalina.

We hope the young men will forget at this time who governs the Colony and respond to the appeal for Naval recruits, for it is not Morris or Governor Davidson that is to be considered, but the honor of Newfoundland and the safety of the Empire. Come forward, boys, as President Coaker so eloquently asked you at Catalina and Bonavista to do and carry out the promise made by Newfoundland to our Gracious King.

This must be done or our Country will be dishonoured before the world. A man has but once to die and if death comes standing behind the guns of British warships, what death can be more glorious or more creditable to men of our race.

**The Commission**

YESTERDAY we referred to the Sealing Disaster Commission and intimated that we would return to the subject again to-day. We therefore, fulfill that promise.

The respect in which the judges of the Supreme Court are held in British countries is due to their superior detachment from political matters. If they became mixed up in current partisan discussions, respect would cease, and with its termination their power if it would depart also. They are the possessors of a public trust and must guard themselves against any suspicion that they are susceptible to Government influence, in the form of insidious bribery. Such a suspicion reasonably arises when their salaries are added to by fees or rewards from the Government for extra-judicial work.

Messrs. Horwood, Emerson and Johnson are respectable citizens, but the specially high place they occupy in public esteem is due to the fact that they are judges of the Supreme Court, and as such are not generally regarded as partisans. They will be no more regarded than any other respectable citizens dabbling in politics for reward if they pass out of their proper sphere to act as Commissioners in what has already become a whitewashing trick for the Government—a bluff at an inquiry which should have been held many months ago, and has only now been undertaken as an excuse.

There is still a third reason why judges of the Supreme Court should not act in this Sealing Inquiry. It is this: That litigation connected with it has already developed, and more is not unlikely. There are half a dozen libel suits already commenced for remarks made about sealing captains and sealing ships. How can litigants submit with confidence to trials by judges who are sitting as commissioners in a public inquiry about the same matters, and who in the latter capacity are to be the jury as well as judges. No better illustration could be afforded of the impropriety of the judges acting on the Commission.

The F. P. U. will not stand for this. It will as quickly denounce the judges at it would politicians if they do not keep the precise place which they were appointed to, and confine themselves to judicial functions.

We demand that the judges of the Supreme Court now acting as a Commission of Enquiry under special pay of the Government for enquiry into a matter that should have been investigated last April resign their Commissions as commissioners of enquiry for the people will not hesitate to express their opinion freely upon this matter if such a course is persisted in.

Owing to the storm last evening, the telegraph lines in various parts of the country were interrupted. Repairs are being made today.

**George St. Adult Bible**

Class—To-morrow afternoon, commencing at 2.30. Dr. Lloyd will deliver an address on "The Great War." Special music. Visitors and any out-port friends in the city will be heartily welcomed. Room for all.

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A Vitagraph two-part social drama.

**THE VANITY CASE**

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YOU'RE ALWAYS SURE OF A GOOD SHOW AT THE NICKEL.

**VIOLENT GERMAN ATTACKS FAILED IN EVERY INSTANCE TO BREAK ALLIES' LINES**

(Continued from page 1.)

left flank the enemy advanced in force against the French and were repulsed. Directly on our left, however, along the greater part of the front, shelling was less severe, and no infantry attacks took place.

**Heavy Bombardment.**

"To the southeast of Ypres, the enemy kept up a heavy bombardment against our line as well as that of the French. On our left centre the situation remains unchanged, both sides contenting themselves with furious cannonading. In the centre the Germans retained their hold on the small amount of ground which they had gained from us, but in so doing incurred a heavy loss from our artillery and machine gun fire.

"Incidentally, one of the houses held by the enemy, was so knocked about by our fire that the defenders bolted. On their way to the rear they were met by reinforcements under an officer who halted them, evidently in an endeavour to persuade them to return. While the parley was going on one of our machine guns was quietly moved to a position of vantage, whence it opened a most effective fire on the group.

"On our right one of the enemy's saps which was being pushed towards our line was attacked by us. All the men in it were captured.

**A Day of Desperate Fighting.**

"Wednesday, the 11th, was a day of desperate fighting. As day broke the Germans opened fire on our trenches to the north and south of the road from Menin to Ypres. This was probably the most furious artillery fire which they have yet employed against us. A few hours later they followed this by an infantry assault in force. This attack was carried out by the first and fourth brigades of the Guard Corps, which, as we now know from the prisoners, have been sent for to make a supreme effort to capture Ypres, since that task has proved too heavy for the infantry of the line.

"As the invaders surged forward they were met by our frontal fire, and since they were moving diagonally across part of the front, they were also attacked on the flank by artillery rifles and machine guns. Though the casualties before they reached our lines must have been enormous, such was their resolution and the momentum of the mass that in spite of the splendid resistance of our troops, they succeeded in breaking through our lines in three places near the road.

"They penetrated some distance into the woods behind our trenches, but were counter-attacked again, enfladed by machine guns, and driven back to their line of trenches, a certain portion of which they succeeded in holding in spite of our efforts to expel them. What their total losses have been during this advance may be gauged to some extent from the fact that the number of dead left in the field be-

hind our line alone amounted to seven hundred.

**Failure of Another Effort.**

"A simultaneous effort made to the south, a part of the same operation, although not carried out by the Guard corps, failed entirely, for when the attacking infantry massed in the woods, close to our line, our guns opened on them with such effect that they did not push the assault home.

"As generally happens in operations in wooded countries, the fighting to a great extent was carried on at close quarters. It was most desperate and confused. Scattered bodies of the enemy who had penetrated into the woods at the rear of our position could neither go backward nor forward and were nearly all killed or captured.

"The portion of the line to the south east of Ypres held by us was heavily shelled, but did not undergo any serious infantry attack. That occupied by the French, however, was both bombarded and fiercely assaulted. On the rest of our front, save for the usual bombardment, all was comparatively quiet. On the right one of our trenches was mined and then abandoned. As soon as it was occupied by the enemy the charges were fired, and several Germans were blown to pieces.

**Partial Lull.**

"Thursday, the 12th, was marked by a partial lull in the fighting all along our line. To the north a German force which had crossed the Yser and entrenched on our left, was annihilated by a night attack with the bayonet, executed by the French.

"Slightly to the south the enemy was forced back for three-quarters of a mile. Immediately on our left the French were strongly attacked and driven back a short distance, our extreme left having to conform to this movement. Our allies soon recovered the ground they had lost, however, and this enabled us to advance also.

"To the southeast of Ypres the enemy's snipers were very active. On our centre and right the enemy's bombardment was maintained, but nothing worthy of special mention occurred.

**Picked Troops for a Final Effort.**

"The fact that on this day the advance against our line in front of Ypres was not pushed home after such effort, as that of Wednesday, tends to show that for them, the attacking troops had had enough.

"Although the failure of this great attack by the Guard Corps to accomplish their object cannot be described as a decisive event, it possibly marks the culmination if not the loss of the second stage in the attempt to capture Ypres, and it is not without significance. It has also a dramatic interest of its own.

Having once definitely failed to achieve this object by means of the sheer weight of numbers, and having done their best to wear us down, the Germans brought in fresh picked

troops to carry Ypres by an assault from the north, the south and the east. That the Guard corps should have been selected to act against the eastern edge of the salient, may be taken as proof of the necessity felt by the Germans to gain this point in the line.

**Worthy of Admiration.**

"Their dogged perseverance in pursuance of their objective claims wholehearted admiration. Their failure of one great attack heralded as it was by an impassioned appeal to the troops, made in the presence of the Emperor himself, but carried out by partially trained men, has been only the signal for another desperate effort in which the place of honor was assigned to the corps d'elite of the German army.

"It must be admitted that the guard corps has retained that reputation for courage and contempt of death which it earned in 1870, when Emperor William the First, after the battle of Gravelotte, wrote: 'My Guard has found its grave in front of St. Privat and the swarms of men who came up bravely to the British rifles in the woods around Ypres repeated the tactics of forty-four years ago, when their dense columns, toiling up the slopes of St. Privat, melted away under the fire of the French.'

**Are Cunning Fighters.**

"That the Germans are cunning fighters and well up in all the tricks of the trade, has frequently been pointed out. For instance, they often succeeded in ascertaining what regiment or brigade is opposed to them and because of their knowledge of English, they were able to employ the information to some purpose. On a recent occasion, having by some means discovered the name of the commander of the company holding that trench they called him by name, asking if Captain \_\_\_\_\_ was there. Fortunately the pronunciation of the spokesman was somewhat defective, and their curiosity was rewarded by discovering that the officer in question and his men were very much there.

"There have been reports from so many different quarters of the enemy having seen wearing British and French uniforms that it is impossible to doubt their truth. One absolutely authentic case occurred during the fighting near Ypres. A man dressed in a uniform closely resembling that of a British staff officer, suddenly made his appearance and walked along the line. He asked if many casualties had been suffered, stated that the situation was serious and that a general retirement had been ordered. A similar visit having been reported by several men in different trenches, orders were issued that this strange officer was to be detained if seen again. Unluckily he did not make another appearance.

"The following remarks taken from the diary of a German soldier are published, not because there is reason to believe they are justified with regard to the conduct of German officers, but because of their interest as a human document. Under date of Nov. 2nd this German soldier wrote:

**A Human Document.**

"Previous to noon we were sent in a regular storm of bullets in the order of the major. These gentlemen (the officers) sent their men forward in a most ridiculous way. They themselves remain far behind, safely under cover. Our leadership is really scandalous. The enormous losses on our side are partly from the fire of our own people, for our leaders neither know where the enemy lies nor where our own troops are, so that we often are fired on by our own. It is a marvel to me that we have got on as far as we have done.

"Our captain fell, as did also all our section leaders, and a large number of our men. Moreover, no purpose was served by this advance for we remained the rest of the day under cover; we could go neither forward nor backward, nor even shoot.

"The trench we had taken was not occupied by us. The English naturally took it back at night. That was the sole result. Then when the enemy had entrenched themselves another attack

was made, costing us many lives and fifty prisoners. It is simply ridiculous this leadership. If only I had known it before!

"My opinion of German officers has changed.

"An adjutant shouted to us from a trench far to the rear to cut down a hedge in front of us. Bullets were whistling around us from in front and from behind. This gentleman himself of course remained behind.

"The fourth company has now no leaders but a couple of non-commissioned men. When will my turn come? I hope to goodness I shall get home again.

"In the trenches shell and shrapnel burst without ceasing. In the evening we get a cup of rice, and third of an apple per man. Let us hope peace will soon come. Such a war is really too awful. The English shoot like mad. If no reinforcements come up, we shall have a poor look out and must retire.

"The first day I went quietly into the fight with an indifference which astonished me. Today for the first time, in advancing, when my comrades on the right and left were falling, I felt rather nervous. But I lost that feeling again soon.

"One becomes horribly indifferent.

"I picked up a piece of bread by chance. Thank God! At least I have something to eat.

"There are about 70,000 English who must be attacked from all four sides and destroyed. However, they defend themselves obstinately."

**Russians Make Many Captures**

Petrograd, Nov. 21.—The efforts of the Germans seem to be aimed at trying to break down our front between the Vistula and the Warta.

Our offensive on Nov. 19th met with partial successes. At the north-west to-day we captured a battery of heavy artillery, ten machine guns and several hundred prisoners, after a stubborn fight.

On front of Czenstochewa and Cracow things are developing normally. On Nov. 17 and 18 we took three thousand Austrian prisoners.

In Galicia we have occupied Wisniz, Gerlice, Gukia, and Ujok.

**The One Dish That Agrees With The Aged**



**Kellogg's CORN FLAKES**  
Get the Original

**Screened Coal!**

The schooner "Bessie Crooks" is due to arrive in a few days with a cargo of

**350 Tons Prime Screened Coal**  
WE ARE BOOKING ORDERS.

**Colin Campbell**  
85 Water Street.

**Here's a Straight Tip.**

There is absolutely only one kind of Blanket you can afford to buy, and that is the BEST—

**RIVERSIDE**

The kind that will give you one Dollar's worth of Satisfaction and Comfort for 100 cents.

Sold by all Up-to-date Dealers.

### Official Report Declares German Attacks In West Lack Their Former Vigor

Seem to Have Adopted the New Policy of Attempting to Wear the Allies Out by Vigorous Bombardment

BUT THESE TACTICS ARE UTTER FAILURE

And Report Declares it Nothing but a Prodigal Expenditure of Ammunition—Indians Score Success

London, Nov. 18, 9:35 p.m.—The official press bureau has issued the following account dated Nov. 10 of the movements of the British forces and the French armies in immediate touch with it:

"In describing the operations for the six days from Nov. 4 to 9, it can be said that during the period, the Germans have nowhere along our front made an attack in great force, such as was launched against Ypres at the end of October. What they may be contemplating remains to be seen. Their policy has appeared to be to wear us out by a continual bombardment interspersed with local assaults at different points.

"As regards their artillery attacks, which have now continued without cessation for days, wonder is aroused as to when this prodigal expenditure of ammunition will cease, for it has not produced its obviously calculated effect of breaking the defence in pre-

paration for an advance of their infantry.

#### Infantry the Sufferers.

"So far the latter have been the chief sufferers from the tactics employed. On Wednesday, Nov. 4 they renewed the attack east of Ypres, but their effort bore no resemblance to those which preceded it, being more in the nature of a demonstration in force than a serious attempt to drive in our line, and was beaten off with ease.

"By then our men had been reinforced, had enjoyed some rest, and had had time to improve their trenches in different ways, moreover the consciousness that they had repelled one great effort of the enemy was a moral factor of no small value.

"Farther to the south, on our left centre, the French advanced under cover of our guns, and made some progress, in spite of the heavy fire brought to bear on them from the enemy's massed batteries. On our centre all was quiet.

#### Indians Score a Success.

"On the right our Indian troops scored a success by capturing and filling in some trenches in which the enemy had established himself, only fifty yards from our lines, under cover of some heavy artillery brought up after dark.

"On our extreme left one of our howitzer batteries, whose fire was being most effectively directed, selected as its first target a farm from which a machine gun was harassing our infantry. It scored a hit at the first

round and knocked out the machine gun.

"The second target was a house occupied by snipers. This was set alight by a shell and when the occupants bolted, they came under the rapid fire of the infantry. The third target was another building, from which the Germans were driven and then were caught in the open by shrapnel. One of our heavy batteries also obtained several direct hits.

#### Comparatively Quiet.

"Thursday (Nov. 5) was another comparatively quiet day, there being no attempt at an infantry attack against any point of our position. South-east of Ypres the Germans maintained a heavy bombardment of one section of our front, but, generally speaking, their artillery fire was not so heavy as it had been somewhat to the south.

"The French made some slight progress and recaptured some ground farther to the south. Two villages which the enemy had captured and their line of ridge close by, were heavily bombarded by British and French artillery from the high ground to the west. The effect of this cannonade could be seen to some extent, though the villages under fire were partially obscured from view by the smoke of bursting shells, and resembled craters in volcanoes belching forth. At one place the gable wreck of an old church tower and the blackened remains of a few houses around it would emerge for a moment, only to be blotted out in a pall of smoke. The long and straggling villages, when they became temporarily visible seemed to melt away, and assume odd and fantastic shapes as the houses crumbled and blocks of masonry were thrown hither and thither by the blasting effect of the lyddite.

"The result of this artillery work was most satisfactory. When the Germans were seen to be running for snorter, from which had ceased to act as such, they were caught and mowed down by the rapid fire of the French field artillery. Against a suitable target the action of the French 7.5 centimetre field guns is literally terrific and must be seen to be realized.

"On the whole the ground which the Germans have gained in this direction has so far proved a somewhat barren acquisition. It is so exposed that it proves a death trap for their troops, and they can derive no advantage from its possession.

"Along the rest of our line, nothing of special interest occurred.

#### Success of Allied Airmen.

"Farther south our aeroplanes and those of the French scored a success by partially destroying two of the old forts of Lille. Fort Englos was blown up on the fourth and Fort Carnot on the fifth. They were most probably used as magazines and may have been of some tactical importance as points of fire in the line of outposts.

"On Friday the sixth, the attack was renewed south of the Meuse-Ypres high road but was repulsed without difficulty. Again the south-east of Ypres, which town had been subjected to a bombardment during the night and was also shelled during the day, a fairly strong advance was made in the afternoon and the enemy gained some ground.

"The French, however, made a counter-attack, supported by us, and by nightfall had recovered all the lost ground. A French attack on two villages which had been shelled on Thursday, made considerable progress, one point being captured, but the enemy contrived to render the positions untenable, and our allies had retired from the hill by dusk."

### KEEP PEOPLE IN THE DARK

Germans Are Ignorant of the Many Reverses to Their Troops in the East

Copenhagen, Nov. 18.—Profound dismay has been caused in Berlin by the news which had been carefully suppressed by the censor, that the Russian invaders have again crossed the eastern frontier and have advanced into the Province of East Prussia, and Posen. The news, though not published in the newspapers, has reached Berlin through refugees from the frontier districts of the invaded provinces, who fled to escape the horrors of war.

The memory of the earlier Russian invasion of East Prussia was just beginning to fade from the memory of Berliners, and practically all the fugitives, who, after those earlier days, when they fled to the capital, had been re-established in their homes. Their re-appearance in Berlin and other towns of the interior in a state of greater panic than ever has thus created a much greater impression than the earlier flight.

The news of the latest Russian advance is being carefully suppressed by all the German and Austrian newspapers. The Austro-German forces are still thought to be in the heart of Russian Poland and on the verge of capturing Warsaw.

#### L. O. A. Presentation

The special meeting of Lemming Lodge, L. O. A., Thursday night was largely attended.

A feature was the presentation by the presentation by the Provincial Grand Master, Hon. R. A. Squires, of three beautiful enlarged photos taken during the visit of the Grand Lodge here a year ago, showing that body, and also the Grand Black Chapter at the Colonial Building, the banquet at the Methodist College Hall, together with one of the Grand Masters of the Provinces of Canada and Newfoundland with the Grand Master and Sovereign of British America.

Appropriate speeches were also made by the presiding officer, Major Cave, Capt. A. Kean, and others.

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#### PREPARE FOR THE WORST.

Are you prepared for a fire? Most folk are not! One of my liberal policies will make the calamity easier to bear. It will cost you nothing to ask for a low rate and very little to be perfectly secure with Percie Johnson's insurance agency.

When buying your First Pair of Rubbers this winter ask for BEAR brand:



You can buy them from Monroe & Co., St. John's and Petty Harbor. Nicholle, Inkpen & Chafe. Steer Bros. W. R. Goobie. J. M. Devine. Jesse Whiteway.

nov6,2iw,1f

### 5,558 Killed By U.S. Trains In One Year

Costs More to Bury the Dead and to Care for the Cripples Than it Would Take to Stop the Loss of Life

Chicago, Nov. 18.—Railroads

the nation kill 5,558 persons annually an average of fourteen every day—because there are no laws penalizing trespassing on railroad tracks. R. C. Richards, general claim agent of the Chicago and Northwestern Railroad told delegates attending the eighth conference of the Western Economic Society here. His address was on "Railway Accidents and Safety First."

"I think it is conservative to say that it would cost the States, counties and municipalities less to enact and enforce trespass laws than it

does to pick up and bury the dead, hold inquests on the bodies and care for the cripples," Mr. Richards said. 108,000 in 24 Years.

The speaker asserted that during the last twenty-four years there were 108,000 persons killed and 117,257 injured, while walking on railroad tracks, and "flipping" on cars.

He produced statistics showing that of the 10,954 persons killed on railroads last year more than half of the total were trespassers.

Light as a feather

YOU'LL be proud to slice the light, snowy-white bread made from "PURITY" flour.

May cost more than some flours, but you'll find it more than worth the difference.

"More Bread and Better Bread"

Western Canada Flour Mills Co., Ltd. Mills at Winnipeg, Goderich, Brandon.

**PURITY FLOUR**

**STEER BROTHERS.**

**SOME CHALLENGE!**

TIME TRIED CAILLE PERFECTION STORM TESTED

The Trouble-Proof Engine. PERFECTION WATERPROOF IGNITION SYSTEM. No Coils—No Batteries—No Timer. Only One Wire on the Whole System. The only safe equipment for boats that must be used every day. No danger of your engine stopping if caught in a storm.

Advantages of Perfection Igniter. No batteries, no coil to need adjusting, no complicated wiring, no variation in current, no adjustment, not affected by water, makes an easy starting engine. Runs in either direction. Spark does not depend on speed of engine. Simple and durable.

Test shown in photograph was made to prove that "Perfection" Igniter is absolutely waterproof. We challenge any engine manufacturer in the world to produce an engine with an ignition system that will stand a similar test. Every part of the ignition system was submerged in water and engine continued to run, showed the same power and speed as when running perfectly dry, proving beyond any doubt our claim AN ABSOLUTE WATERPROOF IGNITION SYSTEM.

Caille Perfection Motor Company World's Largest Builders of 2 Cycle Engines

F. G. HOUSE & CO., Columbus Building, St. John's. Sole Agents and Distributors.

### Our Entire Stock of Ladies', Children's and Men's Fleeced Lined Underwear

has been specially priced for a quick clearance. It will be noticed the prices these seasonable garments are marked, after a most extraordinary opportunity to the thrifty and economically inclined shoppers, to purchase a good big moneys' worth of value.

Ladies' Fleece Lined Vests and Pants Heavily Fleeced	Sizes 33 to 44 28c. Garment
Childs' and Misses Fleece Lined Vests and Pants, Heavily Fleeced	Sizes 16 to 32 25c. Garment
Boys' Fleece Lined Shirts and Drawers Heavily Fleeced	Sizes 24 to 32 27c. Garment
Men's Fleece Lined Shirts and Drawers Heavily Fleeced	Sizes 32 to 46 44c. Garment

# Marshall Bros

### Save Dollars by Buying Your Suit or Coat at The J. P. MAHER Co., Ltd. 95 Women's Sample Suits

Every Suit in the Lot has been copied from the latest models. They are splendidly tailored. The Coats are satin-lined and the Skirts are made in the most fashionable style. We bought them at very low prices because the manufacturers were anxious to convert some of their stock into ready cash; therefore the prices we are selling them for is

#### A BARGAIN

\$7.50 for	\$9.00 for	\$10.00 for	\$13.00 for	\$17.00 for	\$22.00 for
\$4.45	\$6.30	\$7.35	10.00	12.50	16.50

NO APPROBATION.

### The Sample Bargain Store

J. P. MAHER & COMPANY, LTD. 167 WATER STREET, EAST,

# BRITAIN'S KING AND QUEEN VISITED SALISBURY CAMPS

### And a Newfoundland Volunteer Writes His Impressions of Their Gracious Majesties

#### LONDON FAVORITE HOLIDAYING PLACE

#### Great Religious Rally on the Plains With 6000 Volunteers Present and Music by Nine Bands

Harold Lidstone writes from the Plain under date of Nov. 4th to his father and mother as follows: "Got your letter alright, very glad to know you are well. We are having a good time here. Sunday we had a Church parade in the open air. There were 6,000 on parade (all Methodists); and nine bands. They played some old time hymns; they were good.

#### Seats Big Crowd.

Last night I was down to the Y.M.C.A. Tent; they have a tent that can seat 1200 people. They had a concert then they turned it into a prayer meeting. It put me in mind of the Temperance Hall. The leader was the Captain of the 11th Battalion; he is real good. They sang "When the Roll is Called up Yonder," and you can imagine how about 500 hard boys sang it. I never heard it so good before.

#### King's Visit.

I was speaking to the captain. He was telling me that on Sunday night there were five converted in the Prayer meeting. This morning we were inspected by H. M. the King. You can see the grain in his whiskers, he is worried over the war.

#### Quite Comfortable.

We are quite comfortable here; about two and a half miles away from a house. When we are off, I would rather stay here than go down to the village. They opened an evil canteen here, but it is going to be closed again because some of the men gave trouble. Tell father not to worry; I never seen the inside of it, and if it was there forever, it would not trouble me.

#### Going to London.

I am going down to London for three days, on leave; I was invited by a man, who offered his motor car for our use. While he was here I was his 'orderly'; so he asked me down for a few days. I could not get off at the time, but I will see it Sunday for the first time. We have to walk seven miles for the nearest train, but it is only a two hour run down to London. It is not very convenient to write on the town of your cap, so I think I will finish for this time.

Remember me to all. I would like to be able to write to them all, but you know it is misery to write like this. Nevertheless, I don't forget them. Don't forget to write a good, long letter. I got the silk handkerchief you sent O. K. So long.

HAROLD.  
From Stanley Newman.

Dear Father,—It is not long since I wrote last, but I never get tired of writing; I will write every week if I am not too busy because I have my hands full every day; I am in charge of No. 1 Section, No. 4, Platoon, A. Co. Our rifles have only just arrived; they are the Ross Rifle with bayonet; they are splendid rifles but are much heavier than those we have been used to, but we will get used to them before long and will make the best use of them at the front to which every man of the Newfoundland Regiment will go with a stout heart, feeling that he has not left the good old Newfoundland coast for nothing, but for what the name of England stands—for justice.

#### Met Some Friends.

I have met Gus Snow and George Cowan over here, two Newfoundland boys who are among the Canadian Regiment; we have also met a number of Newfoundlanders whom I don't know, some of them are St. John's boys and some outport boys; all are in good health. Since I wrote last I have had my long wished for trip to London, and spent the time of my life. We were given a few holidays and I chose London to spend mine in. I drove to Devizes a city about seven miles away from camp and then took a train to London.

#### Some Famous Buildings

While there I saw and visited the principal buildings, etc., such as the famous St. Paul's Cathedral, Westminster Abbey and Parliament, the Roman Catholic Cathedral which they say has been building this six hundred

### Schooner 'Gertie' Becomes a Wreck; Crew All Saved

Deputy Minister of Customs LeMesurier had the following from Catalina to-day: "Schr. Gertie, John T. Hiscock, went ashore on Burnt Point to-day, caused by accident to the wheel chain. Total wreck; crew safe."

### ALLIES FISHED BIG GERMAN GUNS OUT OF WATER

#### Ponderous Pieces of Artillery Were Overwhelmed When the Country Was Inundated

Paris, Nov. 20.—A French official communication issued this afternoon says: The nineteenth day of November was marked by an almost total absence of infantry attacks on the part of the enemy and at the same time their artillery fire was much less violent than on the afternoon of November 18th.

To the North the weather has been very bad and snow storms have fallen. All the region of the Yser Canal to the East of Dixmude has been invaded by the waters.

In front of Ramcapello we have withdrawn from the water two 16.5 centimetre mortars abandoned by the Germans.

There has been a very fairly intense artillery fire to the South of Ypres.

On the centre there have been no important actions to report. In the Argonne three vigorous attacks on the part of the enemy's infantry have been repulsed.

On our right wing the Germans have occupied or destroyed a section of Chauvencourt.

Further to the East we have made some progress.

### Chili Now After German Steamers

Lima, Peru, Nov. 21.—The German steamer Luxer, of the Kosmos Line, with three thousand tons of coal on board has suddenly left Coronel, Chili, without having received clearance papers.

The German steamer Memphis also has secretly left Sandy Point and the Chilean authorities have ordered the capture of the Luxer.

Tomorrow is being observed by the Church as Thanksgiving Day. Special Prayers will be offered.

years and is not finished yet, also Buckingham Palace and the Queen Victoria Monument which stands in front of it, the War Office, the Admiralty Office, Home Office and Government Offices, the Premier's Residence, Lloyd George's Residence, the largest Hotels and Theatres and most up-to-date in the world, London Bridge, the Tower of London, Railway Stations and numerous other places which I cannot mention now; I also saw our Irish leader Sir Edward Carson, wounded soldiers who are back from the front, some of the Belgian refugees.

#### Mr. Bell's Visit.

The Rev. Mr. Bell came into camp a few days after we arrived and was glad to see so many of his old Newfoundland friends. I went out to Twickenham one afternoon which is a suburb about five miles from London city, to visit Rev. Mr. Cogan who is now stationed at All Saints Church there, but he had been called to Summerset, his father having died there, however Mrs. Cogan was at home and was glad to see us (Eric Crate and myself).

#### Ha-va Good Time.

Altogether I spent a wonderful time there; it is certainly a wonderful city. I am sending you some photos which I had taken in London in our new uniforms, except my puttees which I left behind me when I went up to London.

I would like for you to send me some of the Newfoundland papers every week. I will keep sending you the English papers the same way. I don't think I have any more to say now, only don't mind the writing, I am writing this letter on my pillow as every place is taken up by the men writing.

Give my best love to mother and all the family.  
—STANLEY.

### Yser River Was Choked With Dead

#### Germans Beaten Back With Enormous Loss—Fierce Hand-to-hand Encounters In West Belgium

Paris, Nov. 18.—In trenches filled with water, swept by rain and snow driven before a gale from the sea, the allied and German armies continue their struggle for possession of the line leading to the coast cities of Dunkirk and Calais.

Heavy artillery fire has marked the fighting for the past twenty-four hours. It was stated at the War Office to-day that the weather conditions prevented successful work by the infantry. The Germans are now struggling to gain a foothold on the left bank of the Yser.

#### Pleased the People.

The official statement announcing that the Germans have been driven to the right bank of the canal along the line resulted in the greatest satisfaction here. Then enemy paid a terrible toll for the ground they held on the left bank. It was by pouring men in mass formation through the fire of the allied guns which mowed down hundreds that a foothold was gained.

#### Terrific Battle.

The battle in the wooded section south of Bixschote and about Ypres has been terrific. A wood south of Bixschote was taken by the allies but the losses in the attack were extremely heavy. The woods north of Ypres cleared by the British, are full of German dead. The fighting there was with bayoneting hand-to-hand encounters, the Germans holding their position with the greatest bravery and determination until practically all were killed or wounded.

#### Choked with Dead.

The condition of the Yser is a source of constant menace to both armies, owing to the danger of an epidemic of disease. The fighting which resulted in the driving of the Germans from the left bank has again filled the canal with bodies of men and horses. Germans who were captured during the fighting when the enemy succeeded in crossing to the position from which they have now been driven declared they literally crossed upon bridges of their own men and horses killed in the action.

#### Thirty-five Miles in Germany.

The first army holds Stalluponen and the railway line to umbinnen and Lusterburg and is believed to have occupied probably twenty-five or thirty miles of German territory. The second army, co-operating with great energy, is advancing in an entirely new line, toward the north-west, and has gained a foothold at Soldau, Johannisburg and the region south of Allenstein. There are reports that the Germans are attempting an offensive movement from Thorn, where they have concentrated new troops.

In Poland three Russian armies are attacking the frontier of Polesia and Silesia, concerned for the moment with driving every German detachment from Polish soil. One, apparently operating south and west of Plock, has found stubborn resistance and does not appear to have penetrated into German territory. A fourth Russian army has broken through the German defence at the Warthe and has pushed an advance guard into Posen, holding a position at Pleschen.

It was the advance guard of these armies that was driven back by General von Hindenberg, and late advices tell us that the great forces are now engaged in a battle-royal in West Poland.

### Still In Dark About The Shots Fired At Ships

Washington, Nov. 21.—Secretary Daniels received to-day messages from Captain Decker of the cruiser Tennessee and Captain Omar of the cruiser North Carolina acknowledging receipt of his orders that no action must be taken by either ship in Turkish waters without specific instructions from Washington.

Neither commanders supplied additional information concerning the shots that were fired at the Tennessee's launch at Smyrna several days ago and the State Department also is still without advice on the matter.

### More Canadians Are At The Front

London, Nov. 21.—According to private cables received in Montreal from a member of the Royal Canadian Dragoons, that regiment and Lord Strathcona's Horse are now at the front.



### A FIRE IN YOUR HOME

is a terrible disaster that will never be forgotten. If the lives of your family are not menaced, your property and belongings are either destroyed by the flames or damaged by smoke and water.

#### FIRE INSURANCE

in our safe companies costs but little and any loss can be quickly met by our prompt payments.

**PERCIE JOHNSON,**  
Insurance Agent.

### SEVEN RUSSIAN ARMIES ARE IN EASTERN FIELD

#### 2,400,000 Men in the Big Attaching Forces Launched By the Czar

#### EAST PRUSSIA AND SILESIA INVADED

#### Petrograd Confident Withdrawal of Russian Centre Strategical Move

London, Nov. 17.—The situation in the eastern theatre of war is summarized by military critics as more favorable to Russia than at any time since the outbreak of hostilities, three and a half months ago. Germany and Austria have failed twice in powerful offensive movements and are now entirely concerned with the problem of blocking the Russians from German territory.

In this they have not been wholly successful, since Russian troops are further within East Prussia than ever before and have even broken through the Warthe line in west Poland and gained a foothold at various points in Posen and Silesia. This appears to be due not so much to the weakness of the German resistance as the constantly growing power of the Russian attack and to the superior generalship of the Russian commander-in-chief. Russia has been able not merely to repair losses, but to add at least 200,000 trained troops to her first line armies every month.

Seven Russian armies, estimated as numbering 2,400,000 men, are now attempting to close in on Germany. On the Russian right wing two armies are advancing toward the East Prussian defence line of Dantzig-Thorn, with the obvious purpose of holding the River Vistula from the Baltic to Thorn and making any turning movement by the Germans in the north impossible when the central armies, now advancing in west Poland against Breslau, are ready to strike with full force.

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#### Nearing Cracow.

A fifth, moving south-westward, is at the gates of Cracow and, according to official announcements in Petrograd, is attacking the outer defences of the city. There are unofficial reports that this army's right wing has occupied Czestochova.

Two Russian armies are operating in Galicia. One is nearing Cracow, having captured Tarnow, sixty-five miles to the east, and having reached the River Dunajec. It is reported that cavalry has crossed the Dunajec and is raiding considerably west of that city. This army is co-operating with the fifth Russian army, advancing on Cracow from the north-east. The two forces are rapidly converging, with their advance guards within forty to fifty miles of contact. There is a rumor current in Petrograd, and repeated from Rome, that Cracow has fallen to the Russians, but it is believed here that the report is premature.

#### Drive Against Austrians.

The seventh Russian army, very active in central Galicia, is engaged in the business of driving the Austrians into Hungary and appears to be accomplishing its task effectively. It has thrown a claw around Przemyśl while pressing the Austrians southward and westward.

In all of these operations the Russians appear to be acting cautiously, although with no less dash and confidence than characterized their earlier advances. Where the advance in East Prussia nearly three months ago was an independent raid, launched for the purpose of relieving the

# Week-End Offerings.

## We are offering the Following, and Other Great Bargains:

#### Dress Tweeds

40 to 48 inches wide. Checks and mixtures.  
Regular, 60c. Week-end - 53c.

#### Fall Coatings

Popular Hop-Sack weave, Myrtle, V. Rose, Tango, Mahogany.  
Regular, \$1.60. Week-end, \$1.45.

#### Door Panel Curtains

Full size, handsome patterns.  
Regular, 55c. Week-end - 45c.  
Regular, 75c. Week-end - 60c.

#### Umbrellas

Serviceable and strong, good varieties of handles.  
Regular, 60c. Week-end - 49c.  
Regular, 80c. Week-end - 69c.

#### Hand Bags

Values up to 50c. Week-end, 20c.

#### Knitted Hand Bags

Regular, 55c. Week-end - 40c.

#### Wool Hose

Women's heavy black.  
Regular, 30c. Week-end - 25c.  
Tan Cashmere.  
Regular, 50c. Week-end - 40c.

#### Eiderdown

40 in. white ground, with 2 inch stripe, suitable for Dressing Gowns.  
Regular, 45c. Week-end - 42c.

#### Flannelette

20 pieces 36 inch striped.  
Regular, 27c. Week-end - 18c.

#### Table Cloths

White striped Damask, size 50 x 60.  
Regular, 80c. Week-end - 65c.

#### Ladies' Underwear

Fleeced Ribbed (Essex Mills).  
Regular, 35c. Week-end - 29c.  
Regular, 55c. Week-end - 49c.

#### Childs Osoezi Vests

Regular, 40c. Week-end - 20c.

#### Giant Zephyr Wool

Regular, 12c. Week-end - 8c.

#### FOR MEN.

NEGLIGE SHIRTS.  
Soft cuffs, good patterns.  
Special - - - - 45c.  
DRESSED REGATTA SHIRTS.  
Reg., \$1.00. Week-end, 70c.  
SWEATER COATS  
Grey, with contrasting colors in front.  
Reg., \$1.20. Week-end, 90c.

ODDMENTS in Men's Fine Grade Wolsey and Stanfield Underwear.

### "EXTRA SPECIAL."

Child's Fur Sets—	50c., 60c.	Child's Grebe Sets—	65c., 80c., 90c., \$1.20
Child's Combination Sets—	20c., 30c.	Child's Muffs—	20c., 40c., 50c., 80c., \$1.00
Ladies' Muffs,	60c., 80c., \$1.00	Child's Sleeping Suits	25c.



### POULTRY SHOW WAS CLOSED

#### Lady Davidson Yesterday Presented the Many Prizes To the Winners

The Poultry Show which was brought to a close last evening with the presentation of prizes by Lady Davidson has been a great success. There was a large attendance and the ceremony was interesting. At 9:30 His Excellency the Governor and Lady Davidson arrived and were received by the President, Mr. G. W. Gushue, and the Secretary J. Calver, and other members of the committee. His Excellency delivered a congratulatory address. He was pleased with the committee responsible for the arrangements were to be complimented. Pres. Gushue replied, thanking His Excellency and asked Lady Davidson to present the cups which she did gracefully.

Governor's Cup (presented by His Excellency the Governor for the best display of White Leghorns, locally bred).—Won by G. R. Williams.  
Lady Davidson's Cup (presented by Lady Davidson for the best display of

'Buff Orpington', locally bred).—Won by Hon. W. C. Job.  
Reid Cup (Presented by W. D. Reid, Esq., for the greatest number of Blue Ribbons won on locally bred birds).—Won by W. R. Butler.  
Job Cup (presented by Hon. W. C. Job for the best display of Barred Plymouth Rocks, locally bred).—Won by W. Barker.  
Harris Cup (presented by Hon. John Harris for the best display of White Plymouth Rocks, locally bred).—Won by W. Reid.  
Johnson Cup (presented by Pierce Johnson, Esq., for best display of White Wyandottes, locally bred).—Won by M. McLeod.  
Westerland Cup (presented by H. Macpherson, Esq., for the best display of White Orpingtons, locally bred).—Won by G. R. Williams.  
Bowring Cup (presented by Messrs. Bowring Bros., Ltd., for best display of Pekin Ducks, locally bred).—Won by W. R. Butler.  
Agriculture Cup (presented by the Board of Agriculture for the best display of Rhode Island Reds, locally bred).—Won by J. O'Driscoll.  
Messrs. McLeod, Barker and Reid win their trophies outright, and W. R. Butler takes the Reid Cup the second time. The latter altogether captured no less than forty-three ribbons. For the Agriculture Cup, Messrs. O'Driscoll and S. Emberly were tied on points, but the former was awarded the trophy, having taken more first prizes.  
Two of the cups have not yet been received from the makers, but will arrive shortly. The singing of the National Anthem concluded the presentation. Before leaving the Rink Lady Davidson was presented by Mr. W. R. Butler with the dozen of white eggs which had won him first prize in the competition.  
The s.s. Bellaventure leaves Placentia today for Sydney.

### S. AFRICAN REBELLION FIZZLES OUT

#### Loyalist Forces Crushing the Revolt in all Quarters and Will Soon Move on German S.W. Africa

London, Nov. 21.—The South African rebellion is rapidly fizzling out. General Beyers and his rebel forces have suffered a defeat near Kimberley, but escaped himself. Kirster, an officer, seventy-four men and one hundred horses were captured. Van Rensburg, a member of the Free State Provincial Council, with sixty-five rebels, was also captured. Commandant Rensberg with 154 men surrendered at Brandford and another commander has done the same at Dewetsdorp. The period for the amnesty expires on Saturday. General De Wet, the rebel leader, though still at large, is reported to be slightly wounded, is suffering from a shortage of arms and ammunition. When the rebellion is suppressed, the Union Government will proceed with the original plan to re-occupy German South West Africa.

#### Schr. Cecil Bell will take freight for any part of Bonavista Bay. Loading at F.F.U. Wharf. Will sail on Tuesday, Nov. 25.—nov21