

NOT ONE GERMAN SOLDIER ESCAPED FROM A TRENCH

Every One Was Slaughtered by French Battalion.

GERMANS AND FRENCH LOCKED IN A FIERCE INFANTRY STRUGGLE.

North of the Bethune-Arras Road - Both Sides Bringing Up Reinforcements Around the German Wedge At St. Mihiel.

(Special to the Whig.) Paris, July 8.—In a bloody bayonet struggle north of the Souchez railway station, a French battalion slaughtered the defenders of a German trench and occupied the earthworks, permitting an approach to the village itself.

Despatches from the front this afternoon reported that not a single Teuton soldier escaped alive.

All along the region of the Bethune-Arras road, the Germans and French are locked in a fierce infantry struggle.

The official communique this afternoon reported, "Lively fighting in the entire region between the Meuse and the Moselle."

Soldiers were heavily bombarded by the Germans during the night, but no serious military damage was done.

War Tidings. By the employment of strong reinforcements the Russians have temporarily, at least, checked the Austro-German advance toward the Lublin Railway.

Predictions of a tremendous drive by the English and French armies in the West in two months are made by Dr. G. Sterling Ryerson, surgeon-general of the Canadian forces.

At Venice, Italy, Captain Liebscher and Engineer Hoppe of the German steamship "Lemnos," were each sentenced to a year in imprisonment in solitary confinement.

The military authorities of Bavaria have issued an ordinance providing for the maximum of one year's imprisonment for dealers charging excessive prices for articles of daily consumption, including food and heating and lighting substances.

The Allies are only six miles from their goal, the narrow of the Dardanelles, but the country between is strongly fortified and a gain of a few hundred yards is all that can be expected at one time.

There is talk of a new combined general attack by the land and sea forces.

HELD TRENCHES LIKE LIONS. Germans Were Beaten Back Again And Again.

London, July 8.—A hot action in which the Princess Patricia's had been engaged is described by Corp. William Dalby, who states that they had been in the trenches for a fortnight when one morning the Germans started a concentrated artillery fire upon their position.

"Within half an hour," says the corporal, "it was a regular inferno, shell and shrapnel fell like torrents of rain. All day we were shelled, and in the midst of it the Germans tried to advance, but were beaten back again and again. Our fellows held on like lions, and although they were mowed down, they held the line until relieved by another regiment. We were pretty well cut up when this British regiment came to our support. They were a proper sample of the bulldog breed, for under a terrible shower of shrapnel they jumped in, set up their Maxims and handed us cigars."

TAKES OVER WIRELESS. (Special to the Whig.) Washington, July 8.—The United States Government has taken over the Sayville wireless station, as the result of British charges that it was used to notify Germany of the departure of British ships, contrary to neutrality laws.

Cars Partly Made at Kingston. Ottawa, July 8.—The purchase of motor trucks and trailers by T. A. Russell, general manager of the Russell Motor Car Company, Toronto, for the Militia Department in the early stages of the war occupied almost the entire attention of the War Contracts Commission yesterday.

Mr. Russell explained that after war broke out he came to Ottawa to see about the sale of trucks to the Government by his firm. He proposed to supply cars with a "stake" body at \$2,500. These cars were partly made at Kingston, and could be finished in the Russell factory.

Dr. George Bryce, of Manitoba University, is writing for the Canadian Magazine a series of nine sketches dealing in an intimate way with the personality, characteristics, and temperament of the late Lord Strathcona, as well as with incidents connected with Strathcona's life in Canada.

WARM WEATHER NEEDED.

Pessimistic Report Of Crops In Northern Ontario.

Toronto, July 8.—Unless warm weather comes soon in the northern part of the province, the crops in the great section from Port Arthur to the western limits of the province will prove a serious disappointment.

W. B. Roadhouse, deputy minister of agriculture, and C. F. Bailey, assistant deputy minister, returned yesterday from a two weeks' tour of inspection in northwestern Ontario, and their opinion of the outlook was anything but optimistic.

"They have had rain practically every day since the first of June," stated Mr. Roadhouse, "and in many districts the fields are literally covered with water. The crops went into the ground in better condition and over a much larger area than ever before, but they have been held back to such an extent by the cold, wet weather that unless they get some warm, dry weather from now on there will be a big shortage. In many places the potatoes are already rotting in the ground."

CITY TAKES OVER STREET CARS.

Officers Of United Railway Agree To Sell City Lines.

Detroit, Mich., July 8.—Officers of the Detroit United Railway, which operates the street railway system of Detroit, have agreed to sell the city lines of the company to the city of Detroit.

The approval of the directors and counsel of the railway company was communicated in a letter written by President J. C. Hutchins to the city street railway commission.

The Commissioners immediately adopted a resolution giving the company until August 2nd to secure the ratifications of its stockholders and bondholders. The assent of the stockholders is said virtually to be assured, as proxies for a majority of the shares are held by the directors.

Approval of the bondholders also is deemed to be certain. The terms of sale provide for a vote of the people on the question and upon a favorable vote the price to be paid by the city to be fixed by the circuit court sitting in Chancery.

VESEL DETAINED.

Held On Charge of Sinking Barge In River.

London, July 8.—The American steamship Neches, whose cargo was bound for Rotterdam, was held on charge of sinking a barge on the River Thames.

The captain of the Neches declined to assume responsibility for sinking the barge on the ground that he had no command at the time of his ship, which was being escorted into the port of London by the admiralty as a prize.

Captured Monte Monticello.

Geneva, July 8.—By a daring midnight attack, Italian Alpinists have captured Monte Monticello, driving the enemy down the northern slopes. The Alpine troops roped themselves together in long chains and made their way up the peak by clinging to rocky projections. The Austrians were attacked in the rear and taken by surprise.

UNION SECRETARY SHOT.

Physicians Say Wounds Will Probably Be Fatal.

Chicago, July 8.—Charles H. Johnston, secretary and treasurer of the Brickmakers union, was shot twice below the heart as he answered a ring of his doorbell on Wednesday. Physicians said the wound probably would be fatal. His assailant, whom he failed to recognize, escaped.

Police attributed the shooting to labor troubles. The brickmakers have been thrown out of employment as a result of the action of the construction material interests in refusing to deliver building supplies until the strike of 16,000 carpenters is settled.

Won't Pay Submarine Losses.

London, July 8.—The British Government "cannot undertake to pay compensation for losses at sea owing to the action of the enemy," Reginald McKenna, Chancellor of the Exchequer, informed the House of Commons, who wanted the survivors of the Cunard liner Lusitania compensated for their lost effects.

Manition Ship Afire on Ocean and Returning.

(Special to the Whig.) New York, July 8.—The Atlantic Transport line issued a statement today that a wireless message had been received from the captain of the Minnehaha saying that the ship was afire and making for Halifax.

The blaze is a small one and confined to the hold of No. 3. The Minnehaha cleared from New York for Liverpool last Sunday and is said to have carried a large cargo of ammunition and supplies for the British army.

The fire was caused by an explosion, Captain Claret wired to the Atlantic Transport Company's office. The blaze is not serious. This message lent color to the possibility that a "dynamite trunk" of Frank Holt, Moran's assailant, found its way aboard the ammunition carrier before she cleared from New York for Liverpool on Sunday afternoon.

A Caretaker's Deed.

Alexandria Bay, N.Y., July 8.—Nameless II. was taken on Tuesday night from the boat-house of Louis T. Hunt of Alexandria Bay by its caretaker, Garfield Smith, and with Max Brennan and two young women went for a ride. The boat struck a shoal at Fine View, the occupants were thrown out and the boat went to the bottom of the St. Lawrence river. Smith, Brennan and the young women escaped injury.

Smith gave himself up to Police-man Harry Powell and was taken to jail. When arraigned before Justice of the Peace Benson he pleaded guilty. Smith was given six years in the Onondaga County Penitentiary. Sentence was suspended with instructions that he report to the chief of police each Saturday.

Nameless II., which was raised, was damaged to the extent of \$400.

A De Witt Foster, ex-M.P. for Kings, N.S., is expected to present himself as a witness at the Davidson inquiry when the commission goes to the Maritime Provinces, and will endeavor to improve his position with regard to the horse purchases in Nova Scotia.

TORNADO TOLL

In Cincinnati---12 Dead And 20 Missing.

SCORES ARE INJURED

MANY BURIED UNDER THE RUINS OF BUILDINGS

And in Hulks of Steamboats That Sank—Four Train Coaches Rolled Down Embankment—All Happened in Ten Minutes.

(Special to the Whig.) Cincinnati, Ohio, July 8.—Twelve known dead, more than a score known to be missing, scores injured, many buried under ruins of buildings and in hulks of steamboats that sank—that is the toll of the tornado that swept Cincinnati about 9.30 o'clock last night.

Four coaches of the Pennsylvania Railroad Company train were blown from the track and rolled down a steep embankment at Beechmont, Lindwood, a suburb.

The police and fire departments have been so busy digging for the dead and injured that no accurate count has yet been made of the financial loss. It is thought it will come close to a million dollars.

It is the greatest disaster that has ever befallen Cincinnati, and it all happened in ten minutes.

Due This Afternoon.

(Special to the Whig.) Liverpool, July 8.—The White Star Line Adriatic, from New York with Premier Borden aboard, reported to have been marked for a German submarine attack, is due to dock here this afternoon. The agents of the line said to-day she would not use her wireless until she arrived off the Mersey.

He Must Step Out.

(Special to the Whig.) Toronto, July 8.—The decision of the Ontario License Board in the Trenton hotel case, this afternoon, was that the hotel would be given until August 1st to get a new tenant and that H. A. Cook, the present proprietor, must relinquish his post.

The Russians Are Now Ready to Move Ahead

(Special to the Whig.) Petrograd, July 8.—Fresh supplies of ammunition and fresh regiments for the Grand Duke's armies have halted the Austro-German drive on Warsaw and Von Linsingen's eastward sweep through Galicia.

With a few weeks' officials declared to-day, the Slav armies will be prepared to resume the offensive on all fronts.

The official statement issued early to-day emphasized the fact that the Russians' shell fire halted Mackensen's advance between the Bug and the Vistula. In several sectors along this front the Slavs took the offensive capturing two thousand prisoners in the fighting around Krasnik.

Every attack by the Austro-Germans in Galicia in the past twenty-four hours has been repulsed.

VESSEL WAS UNARMED.

And Carried No More War Munitions Than Usual.

(Special to the Whig.) London, July 8.—The Elder liner Falaba, torpedoed on March 25th, with a loss of 111 lives, was unarmed and carried no greater cargo of war munitions than on an ordinary trip in peace times. So Lord Mersey reported to-day in his official findings. Included in the general cargo were thirteen tons of cartridges and gunpowder.

The Turkish Casualties.

(Special to the Whig.) Athens, July 8.—The Turkish casualties in the last three days fighting at the Dardanelles totaled more than 20,000 according to Tenedos despatched to-day.

Proved A Failure.

(Special to the Whig.) Washington, July 8.—It is now believed that Holt's escapades were part of a "great plot" to demoralize the Allies' interests in the United States.

Government Is to Control Liquor Sales

London, July 8.—Under the powers conferred by the Defence of the Realm Act, the British Government by an order-in-council decided to take over the control of the sale and supply of intoxicating liquors in many districts where war material is being made and loaded, unloaded or otherwise dealt with.

Members of Parliament of all parties have undertaken a campaign to thank the employers and workmen in munition contracts for the work they have already done and to urge them to turn out as great a quantity of munitions as the country is capable of producing.

Butter For Australia.

(Special to the Whig.) Vancouver, July 8.—Four thousand cases of Alberta butter were shipped aboard the Makura for Australia yesterday. Usually the shipments come from the other direction, for New Zealand butter has quite a reputation here. But following a draught in Australia, there is a butter shortage. The shipment to-day was in response to cables offers to Vancouver commission houses.

Italy Loses a Cruiser In Adriatic

(Special to the Whig.) Rome, July 8.—The Italian armored cruiser Amalfi was torpedoed and sunk by an Austrian submarine in the Adriatic yesterday.

The Amalfi is the first large fighting ship by either side lost since the beginning of the Austro-Italian war. The majority of the crew of about 684 were saved. The cruiser was attacked while on scout duty.

She was launched in May 1908, displaced 9,958 tons, carried four 10-inch and eight 7.5 inch guns, and had speed of 22.5 knots.

Dr. Cameron Wilson, son of Rev. J. P. Wilson, was presented by the Liberal Club, Nanapanee, with a handsome wrist watch, before leaving for Valcartier Camp, having joined the Army Medical Corps.

SEVENTEEN EXCURSIONISTS KILLED AT QUEENSTON

When a Trolley Car Jumped the Tracks.

THE CAR RAN AMUCK

AND THE MOTORMAN COULD NOT STOP IT.

Knew After it Passed Brock's Monument That it Was Doomed—Stuck To His Post and Was Badly Injured.

(Special to the Whig.) Niagara Falls, July 8.—Thirteen Toronto Sunday school excursionists were killed and eighty injured when a trolley car jumped the track on the historic Queenstown Heights last evening.

Sidney Boyd, the motorman of the death trolley, received a dislocated shoulder, gashed hands and general shaking up. Motorman Boyd knew shortly after the car passed Brock's monument that it was doomed to destruction. He knew that even if it would pile up against buildings at the wharf at the end of the run, Boyd, however stuck to the platform like a captain to the bridge, and did everything in his power to stop the runaway. Boyd is regarded as one of the most careful drivers on the road. His trolley was of the usual open reversible seat type, equipped with air brakes.

Up above the road where the grade is steepest, there is a safety car for the purpose of derailing a trolley. This point was passed before the car had started on its mad career. Stories have been printed in American border papers that the car turned over and over down an embankment. This is untrue. The car simply fell on its side and ended up no more than fifteen feet from the rails. The second car made the trip down as usual and drew up behind the wreck.

The Motorman's Story. "We left Bridge street at Niagara Falls to connect with the boat," said the motorman, "at Lowrie's Corner, the third curve before the last, and past the monument the car began to slide."

"I plugged her in," said the motorman, meaning that he had thrown on reverse, "and I knew that the car was getting away from me. I tried half a dozen times and did everything in my power to stop it. The second curve before the last was passed, but the car was gaining speed all the while."

"I realized that even if the next curve was passed safely, there would be no way of stopping the car, and that it would crash through the station at the wharf."

"I did not lose my head," continued the motorman, "but tried again to break the speed. I felt the car leave the tracks, and felt my last moment had come."

"The next thing I remember was trying to extricate myself from the debris. My right arm was jammed between the controller and the vestibule. A number of hampers which excursionists had with them, and had placed on front seats, covered me up, and after great difficulty I got myself free. At the time I did not realize that I was injured. My thoughts were for my passengers."

Boyd talked in an unassuming way. The rest of the story is told by the passengers themselves. They say he told everybody not to mind him, but to look after the passengers. He was brought to Niagara Falls and taken to his home in St. Clair avenue.

Increased to Seventeen.

Toronto, July 8.—At ten o'clock the total dead stood at seventeen. Six bodies at Queenstown and Niagara Falls are awaiting identification.

The List Of The Dead.

(Special to the Whig.) Toronto, July 8.—The dead are: Crombie, Miss, maid to Rev. J. McP. Scott. Grant, Sidney W., advertising manager Westminster Publishing Co. Hart, Mrs. J. Moors. Jennings, Charles P. Keats, Dorothy, aged seven. Orr, Mrs. William. Page, F., Westminster Publishing Company. Partridge, Harold Jeffrey, organist and choir-master of Woodgreen Methodist Church. Sloan, Mrs. Watson, Robert. Westney, Mrs. A.

Unidentified dead: Woman, about twenty-five. Girl, about twenty, fair hair, wearing signet ring engraved "R. W." (at Queenston). Girl, about twelve, fair hair, wearing fine gold chain and locket (at Queenston). Man, age about 40, (at Queenston). Man, age about 20; fair, and of slight build, (at Queenston). Boy, age about fourteen.

Comparison With Famous Battle.

(Special to the Whig.) Toronto, July 8.—The British loss in the famous battle of Queenston Heights was only 11 killed and 60 wounded. The loss in last night's trolley accident at the Heights was larger, 17 killed and 90 wounded. The American losses at the battle of Queenston Heights was 80 killed and 100 wounded.

An Inquest Called.

(Special to the Whig.) Niagara Falls, July 8.—Dr. Green, St. Catharines, the coroner in charge of the wreck inquiry, has called an inquest to be held at the school house at Queenstown, and will make a strict inquiry into the charge that the car was overcrowded and that the equipment was not sufficient to hold a heavily loaded car upon the steep grade and curve.

"Every phase will be enquired into, and the blame centred where it properly belongs," said Coroner Green to-day.

Additional Dead.

(Special to the Whig.) Toronto, July 8.—Following are additional dead identified this morning among the victims of the Queenston trolley disaster: Reta Wiggins, aged 15; Margaret Tomlin, aged 18, and Rosie Chanter, aged 14 all of Toronto.

The picnic was conducted by St. John's Presbyterian and Woodgreen Methodist Church Sunday Schools on the East end of Toronto.

DAILY MEMORANDUM.

Seaver, Grand, 2:30 and 7:30. Searchlight excursion, to-night 7:45. Lake Ontario Park, vaudeville, 8:15 p.m. See top of page 3, right hand corner, for probabilities.

MARRIED.

MARTIN-McWATERS—In Kingston, on Thursday morning, July 8th, 1915, by the Rev. G. L. Campbell, pastor of Queen street Methodist Church, the Rev. G. L. Campbell, second daughter of James McWaters, 1020 Union street, to George Kent Martin, eldest son of Charles H. Martin, both of Kingston.

DIED.

MAHER—In Oneida, N.Y., on July 6th, 1915, Nellie Cashman, beloved wife of G. H. Maher. Funeral will take place from the residence of her father, William Cashman, Glenburnie, Friday morning at 9 o'clock to the Church of the Holy Name, Cusheonville. Friends and acquaintances are respectfully invited to attend.

NASH—At Bath, Ont., on July 7th, 1915, Samuel L. Nash, M.D., aged 82 years. Funeral from his late residence Saturday at 10 a.m., to Cataract cemetery. Friends and acquaintances respectfully invited to attend. Nanapanee and Picton papers please copy.

ROBERT J. REID The Leading Undertaker. Phone 577, 250 Princess Street.

JAMES REID The Old Firm of Undertakers. 254 and 256 PRINCESS STREET. Phone 1 for Ambulance.

REFRIGERATORS From 17¢ while they last, at Turk's. Phone 745.

Table Wateas Poland, in quarts. Poland in half gallons. Gurd's Caledonia, pints. Gurd's Caledonia, half gallon. Gurd's Soda Water. Radnor, pints. Vichy Celestins, quarts.

Jas. Redden & Co. Phones 20 and 990.

Officers of the 21st Battalion, C. E. F.



Top row:—1, Lt. M. L. Shepherd; 2, Lt. J. S. Sharp; 3, Lt. E. C. Southy; 4, Lt. D. P. Stewart; 5, Lt. E. F. Newcombe; 6, Lt. H. W. Cooper; 7, Lt. A. W. Black; 8, Lt. F. C. McGee; 9, Lt. G. A. Speir; 10, Lt. F. D. Raymond; 11, Lt. G. S. Bowerbank. Second row:—12, Lt. A. P. Miller; 13, Capt. A. McCully; 14, Capt. F. Hancock; 15, Capt. W. E. Kidd; 16, Capt. H. E. Pense; 17, Capt. A. M. Stroud; 18, Capt. J. S. Sills; 19, Capt. G. S. Sparkes; 20, Capt. K. E. Cooke; 21, Lt. W. F. Brodie; 22, Lt. A. S. Morrison. Third row:—23, Capt. A. K. Hemming; 24, Major J. F. Wolfreid; 25, Major E. W. Jones; 26, Major G. C. Bennett; 27, Lt. Col. W. S. P. Hughes; 28, Major D. H. Maclean; 29, Major T. F. Elmitt; 30, Major S. M. Gray; 31, Lt. S. A. Flavell. Bottom row:—32, Lt. W. A. G. Spriggs; 33, Lt. W. O. Friak; 34, Lt. W. E. Macnee; 35, Lt. G. K. Wilgress; 36, Lt. S. W. Hobart. The above picture was taken at Folkestone, England.