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Desperate Throw Of A Gamester

New York, Oct. 18.—A cable from London to the Herald says:

The Daily Telegraph this morning corroborates the contention of the European edition of the Herald that the Austro-German-Balkan adventure is the desperate throw of a gamester, who beaten on the western front, and with the Tzar's armies recuperated, dealing smashing blows in the east, is risking annihilation in Russia by withdrawing his forces from there to ensure victory in the Balkans, in the hope that this will avert his ruin by shaking the resolution and weakening the unity of the Allies. Nothing the enemy can do in this field of war can reverse the current of events now flowing against the Austro-Germans. Only the disruption of the great alliance can do that.

Paris, Oct. 18.—The Petrograd correspondent of the Petit Parisien, in a despatch, declares that General Alex. Pokhavanoff, the Russian Minister of War, stated that during the last month the German offensive has been checked along the whole front and that every step in advance has been getting the enemy more than did every step during August, while at many important points the Russian army is progressing.

General Pokhavanoff concluded that the state of equilibrium has thus been broken slightly in favor of the Russians, whose progress, he said, could only go on improving.

Hens, Oct. 17, (Via Paris, Oct. 18.—According to information from a diplomatic source here, the army of General von Linsingen, which was originally intended to be thrown by the Teutonic allies into the Serbian theatre or war, was forced to return to the eastern field of operations to face a successful advance of the Russians.

THIS FRENCH LADY A "MOVIE" MAGNATE

Madame Alice Blache is the only woman owner, president, manager and producer of a moving picture concern. She is the founder of the Solax Co. at Fort Lee, N. J., and she is a gentleman with a drawing room personality and a man's mind for business.



She started as a private secretary to Gaumont, the French picture manufacturer. The technical and the artistic side of the industry pleased her. She studied it and became thoroughly conversant with every phase.

Dan Cupid brought about an introduction between the French girl and Herbert Blache, who was then the London Representative of the Gaumont Co. They were married. Herbert Blache was transferred to the United States, and that's the reason I am here," Mme. Blache says. Eventually she went into business for herself and made a success of it, directing all the films herself that are produced in front of her "movie" camera.

Ceaseless Hunt For Submarines

Seaplanes Spy Them Out From Skies and The Signal Destroyers Where to Go to Sink Them—A Hard Winter Ahead For the British Patrol on the Coast

London, Sept. 28.—(Correspondence)—Strangest looking of all the ships with the British Grand Fleet is the Atlantic liner which has been transformed into a mother ship for the seaplanes. There are platforms in place of the promenades where passengers used to lounge, bombs in place of deck-quoits, and the dining saloons have been fitted up as workshops. Everything that a seaplane needs in the way of repairs can be supplied.

"Here is our assortment of bombs," said an officer, showing an exhibit of different sizes on a shelf. "That one weighs a hundred pounds, the same as a six-inch shell."

"What do you use them on?" he was asked. "On a German cruiser, or a submarine. That big bomb would finish a submarine."

A crane that once had taken passengers out of the hold lifted a seaplane off a platform and deposited it on the water, where it bounced on the waves before the motor was started and it skimmed across the surface for a hundred yards or more, then rose, circled around the fleet two or three times and then disappeared out at sea. With its floats it looked clumsy beside an aeroplane—like the difference between a duck and a hawk.

Most of the romance and the action of sea warfare while the British grand fleet waits for the German fleet to come out are the seaplanes and the destroyers. The dreadnoughts remain in harbor, except for occasional cruises into the North Sea, but the planes and the destroyers are always on the move. They work together in hunting "Fritz," as British officers and men universally refer to submarines.

A submarine is visible to an aviator when it is cruising below the surface. It never travels deeper than 30 or 40 feet and leaves a characteristic ripple and air bubbles and streaks of oil. When a plane has located a submarine, before they arrive a squall may have hidden the track.

A submarine may be known to be in a certain region, and be lost and seen and lost and seen again. Submarine hunting is a tireless game of hide and seek. Naval ingenuity has invented no end of methods of location and of destruction. Experiment has proved some to be effectual and some useless. Strictest secret of naval secrets are these.

Very thin is the skin of a submarine and very fragile and complicated the machinery. It does not take much of a shock to put it out of order or a large cargo of explosives to dent that skin beyond repair.

"The difficulty is to know when you get them," an officer explained, for it is in the nature of the submarine to sink, whether vitally injured or not. It may have gone to the bottom to stay in 50 fathoms of water, or it may have submerged under a choppy sea and made its escape. We have been hunting them for a year now, and no doubt we are getting the better of them. We have not only learned how to keep them off from our great ships, but how to destroy them."

It is oil and bubbles come up for a long time in one place, or if they come up with a rush, that is considered fairly good evidence of success. There is no escape for the crew. They cannot make the submarine rise or get out of it. It becomes a steel casket in a watery grave. No nautical mind is required to realize that by casting about on the bottom with a grapple you will learn if an object with the bulk and size of a submarine is there; and the "death" of submarines is established in this way.

"The Admiralty will not accept any guesswork about it," said an officer. "We may have put an explosive right into one or rammed it in a way that must have broken its back; but that is not proof enough. The record goes down on the chart as 'supposed destroyed.'"

With Admiral Crawford, the correspondent of the Associated Press went to see the submarine decoys of a harbor. Cruisers and destroyers and auxiliaries were going and coming, but the narrow openings through which they passed were closed instantly when they were by. There was more than one obstruction. If a submarine got past the first or the second, it was in a pocket. Several have been caught in this way.

"Take care! There is a tide here!" the coxswain of the Admiral's barge was warned. "We don't want to get caught in a trap meant for Fritz."

"At the naval base the correspondent saw a number of destroyers lying moored to a quay as close together as fish in a basket. They had just come in from a tour at sea."

"Here today and gone tomorrow," said an officer. "What a time they had last winter! And they are in for another winter of it. You know how cold the North Sea is—no, you cannot unless you have been out in a torp do boat, dancing the tango in the teeth of that bitter wind, with the spray whipping up on the top of the smokestacks. In the dead of night they would come into the pitch-dark harbor. How they found their way is past me. It's a trick of those young fellows who command."

If a destroyer gets on the track of a submarine it has 30 knots against the submarine's six or eight. There is no difficulty in keeping up; her wireless brings a swarm of assistance. The fast turbine destroyers seemed to slip over the water as if their bottoms were oiled. Only a few of the crew are exposed when showers of freezing spray sweep the deck, and all are clad in thick short coats of lama wool, which keep their bodies warm and leave the legs free for movement in keeping footing as the destroyers roll and plunge in a heavy sea.

Every ship on the blockade, from Iceland to the British Channel, is also a part of the system of submarine hunting. They show no lights there are no lights along the coast at night.

"It gives one an idea of England's maritime resources," said an officer, "when you consider that we have 2,300 trawlers and other auxiliary ships on service."

The trawlers plod over plotted sea-squares with the regularity of mowing machines cutting a harvest, on their way back and forth, sweeping up mines and are fishermen before the war, and are fishermen still. They come into harbors stiff with cold, thaw out, have a rest, and return to their vigils and their hardships. Beyond them the cruisers and the destroyers are patrolling, on the watch for any sign of a German ship coming out past Heligoland.

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Third Stage Of The Great War

(Correspondence of the St. John's Globe) Paris, Oct. 1, 1915.—The beginning of the third stage of the great war augurs well for the Allies, who have had no difficulty in proving the superiority of their arms. The "general advance" so long awaited found the Germans quite unprepared for serious existence and more than fully confirmed the statement of General Joffre of ten months ago, that the Allies can break through the German lines. Taken unawares—as the Allies were at the commencement of the conflict more than twelve months ago—the Germans cut a very sorry figure. Thousands were glad of the opportunity to surrender, as resistance was useless, and only meant certain death. The British and French have every reason to feel proud of their glorious victory; nothing could stop the human torrent which is henceforth to continue by order of the French Commander-in-Chief "with-

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out truce or respite." "Conquer or die" will be the Allies' battle-cry, from now to the end. General Joffre knew exactly when to give the order "Forward," as the results have proved. That the Kaiser and the German nation have become greatly alarmed is an excellent proof that General Joffre's bite is worse than his nibbling policy. The French in particular are fully confident of success. The equally successful Anglo-French war loan arranged in America, will, it is believed by the highest authorities in this country, materially shorten the war. So far the general advance has proved and there is no doubt will continue to prove—that the enemy has reached his maximum and must henceforth decline. As much is taking place east and west. It is well to remember that we are as yet but at the opening movements of the long expected offensive in the west; by the time this has reached its zenith the Kaiser will do well to banish all thought of victory from his troubled mind. Nor is it in the west alone that the sky is brightening; the heroic Russian recovery is no less joyful. Those who have retained their faith in the skill of the Czar's generals and the staying power of his heroic troops seem to be amply justified by the latest reports. Not only have the Russian armies been able to escape from very difficult and dangerous positions, but they have turned on and inflicted most salutary punishment upon their pursuers in several quarters of the field.

We have every reason to believe that the successful commencement made by the Allies will be maintained; both east and west German plans of campaign have ended in complete failure. The leaps of the German wild beast from one side of its cage to the other will become less and less destructive as time goes on, and particularly as the Russian winter, that destroyed Napoleon, advances. Germany is doing all she can to measure and infuse fresh courage into her allies. Germany, Austria and Turkey are hopelessly beaten, and to continue fighting is only to add to trouble. Germany has as good as threatened Holland and Switzerland, and other neutral powers, forgetful of the fact that such threats no longer count. There is to be more troops against the Italians and Serbia—through which kingdom Germany hopes of "hacking her way" through to Constantinople—another Turkish invasion of Egypt under Ger-

man officers is being prepared. Now that the turn of the Allies has come, there will be less of this nonsensical talk, Germany can no longer fight on both fronts—not even on either of the one fronts successfully; now do her misled allies expect to receive immediate assistance? For several months past Germany, with a declining man power, has been fighting at the highest pressure both east and west. This peril she tried to evade, but found it impossible. How can she withdraw men from the east to meet the new storm in the west? The Kaiser, who has returned to France in such a hurry, is trying to solve the very difficult problem: When men far more clever than his Majesty cannot find a solution, he need not puzzle his brain any further.

Allies Occupy Bulgarian Town

London, Oct. 18.—Strumitsa, in Bulgaria, has been occupied by the allied armies of Great Britain, France and Serbia, according to official advises from Saloniki, telegraphed by the Reuter correspondent at Athens.

Various points dominating the railway from Saloniki to the interior have been occupied by the allied troops, the correspondent says, and the protection of the line is regarded as assured.

Another despatch adds that the allied armies are advancing.

A number of allied warships are cruising in the Aegean, off the Bulgarian port of Dedeağatch.

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London, Oct. 18.—A Reuter despatch from Cetinje, Montenegro, dated October 12, and delayed in transmission, says that attacks delivered the preceding day by the Austrians against Montenegrin positions on the Grasovo front, were repulsed with heavy losses. One of three aeroplanes flying over the Montenegrin positions fell near Plevlje, and the pilot and an officer were captured.

The British blockade of the Bulgarian coast, says a despatch to the Petit Journal from Athens is a prelude to combined land and sea operations along the Aegean coast of Bulgaria and Turkey. In these operations Italy will be represented by a naval squadron and a number of transports.

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