

ANOTHER OFFENSIVE IS PROBABLY ON

Marked Revival of German Artillery Between Somme and Oise Leads to Opinion That Another Attack is Contemplated. French Successfully Nibble at German Holdings.

(Special to the Guardian)
PARIS, June 19.—The French to the west of Soissons continue to nibble at the German lines south of the Aisne. During Monday night they advanced their positions south of Noisy, and took 100 prisoners, including two officers. On Tuesday morning they carried out a local attack south of Conveves-et-Valsery, which enabled them to improve their positions. In this about 100 prisoners and some machine guns were taken. There has been a marked revival of German artillery activity in the region between the Somme and the Oise, and also on that part of the British front north of Albert. It looks as if the enemy may be contemplating another attack on the Somme front, where it is still the opinion of many military writers that the supreme effort of Hindenburg will be made, and not in the direction of Paris. The night British report tells of successful raids north of Lens and in the vicinity of Hulluch.

This sector is not now held by the Canadians, who it was unofficially reported some time ago, are now all south of the Souchez river.

CREW OF GERMAN SUBMARINE MEET A TERRIBLE DEATH

(By the Naval Correspondent of The London Times.)
LONDON, June 18.—"Fight with death"—German crews experience twenty fathoms deep—"Seamen commit suicide in mined U-boat."
Such are the captions over the story I am enabled to send—perhaps the first authentic story of what takes place inside a German submarine when it is unable to rise from the bottom, certainly the most terrible ever told as a fact. That this story is actual fact is beyond doubt. Perhaps in dry matter of fact style of writing as it reaches me it is more impressive than if related by a vivid pen. So I send it to you untouched as it appears in the Times this morning.

to bring aid to his comrade similarly imprisoned in a steel tomb was recently recognized by the King by making the posthumous award of a V. C.—had failed as his chances against success now were even more remote for water was continually rushing in to the U-boat and she sat in a depth of over twenty fathoms and the pressure on the U-boat was very great. Men were forced by the incoming water to remain forward. The commander and engineer took their places in the conning towers. An endeavor was made to open one of the torpedo hatches, but outside the pressure proved too great.

THE CRITICAL MOMENT

The doors remained immovable. Inside the submarine as the precious minutes passed the water mounted higher and higher, creeping slowly over the men's feet, then mounting up their legs. The nerves of all were strongly tried—the hatches still would not move. Fresh sources of danger now arose for the sea water penetrated the voice tubes in the control room and, mixing with the chemicals in the accumulators, set up a poisonous gas. So the imprisoned men were faced with crowding and also suffocation by chemical fumes. The commander and his comrades the men nearest the hatch tried again and again to release it. They tried out, they gave way to others who fared no better. Breathing by now had become exceedingly difficult for the addition of poisonous gas to the rising water sides, increased the pressure of air in the cramped quarters. The men in the forward part of the vessel to a very great destiny.

OFFICERS SEEK EXCITEMENT

The U-boat was commanded by one of the most expert men in the German submarine service who had received decorations. The vessel had been recently refitted and was complete with the latest appliances. The engineer officer was also a highly skilled man, thoroughly conversant with the vessel. While for some time past it had been impossible to obtain volunteers for lower ratings on German submarines, men are now being drafted rapidly and automatically from the surface craft into the submarine craft service. There is no lack of young officers, who are anxious to exchange the dull life of the German battleship in consequence of these craft seldom taking sea exercise alone giving battle, for some exciting experiences in hunting allied and neutral mercantile shipping combined with the necessity of continual being on the qui vive to escape attention of aircraft, surface craft and submarines of the Entente navies. As stated recently and since corroborated by escaped prisoners from the German submarine the service has no attractions for the ordinary seaman of the imperial navy. She had not proceeded far when there was a heavy external explosion due to collision with a mine which shook the vessel end to end and threw the more delicate machinery completely out of gear. The electric switches were put out of position and portions of the vessel were plunged into darkness. The craft dived rapidly by the stern to the sea. Being unable to correct by means of the engines the crew was ordered to make a combined rush forward which had the effect of putting the boat on a horizontal position and also prevented her from turning turtle, as she had threatened to do.

TERRIBLE PRESSURE OF AIR

Men who are still alive escaped through the hatch only to go through another terrible ordeal. Air pressure in the U-boat had become so intense that the great majority of Germans could not keep their mouths closed. Compressed air shot them like human orpedoes to the surface and scarcely had they reached the sea level than the pressure of the air burst their lungs and with terrible cries some twenty of them sank like stones. Two survivors described the cries of these men as the most horrible noise they ever heard. Shrieks drew the attention of the crew of a British trawler which was passing the spot. She at once proceeded to the rescue. The condition of the survivors showed that it had been of a terrible character. They were haggard nervous collapses and were also suffering from effects of air pressure of the lungs which had caused hemorrhage.

VON HINDENBURG A NERVOUS WRECK

(Special to the Guardian)
GENEVA, June 18.—The Tribune says it learns from a reliable source that Field Marshal von Hindenburg is suffering from an acute nervous disease, that his mental capacity is much affected, and that he is confined in a private sanitarium. The newspaper adds that Hindenburg took no responsible part in the recent offensive on the western battle front, the work being chiefly done by Gen. Ludendorff.

HALF BLACK SEA FLEET NOW AT NOVO-ROSSISK

(Special to the Guardian)
MOSCOW, June 19.—More than one half of the Black Sea fleet which escaped from Sebastopol, is now at Novorossisk, where the Bolsheviks are in control, although German submarines are reported to be guarding the entrance to the harbor.

(Special to the Guardian)
MOSCOW, June 19.—German and Austrian troops now occupying territory of the former Russian empire number about 300,000. This excludes Finland. The advanced enemy line begins at Narva on the Bay of Narva, in Estonia, about 90 miles west of Petrograd, and runs through Pakov, Orsha, Kursk, Valukki, Novo Teherkask and Rostov-on-Don.

APOSTOLIC DELEGATE SIGNALLY HONORED

(Special to the Guardian)
ROME, June 19.—The Right Rev. Pietro Di Maria, recently appointed by the Holy See as Apostolic Delegate to Canada and Newfoundland, to succeed Monsignor Pellegrini St. Agni, has been created Titular Archbishop of Iconium.

WAR COSTS BRITAIN \$35,000,000 DAILY

(Special to the Guardian)
LONDON, June 19.—Great Britain's daily average expenditure during the current financial quarter was \$6,488,000, said Andrew Bonar Law, Chancellor of the Exchequer, in introducing a vote of credit for £500,000,000 in the House of Commons today.

COL. PURNEY WILL SUCCEED COL. LABATT

(Special to the Guardian)
OTTAWA, June 19.—The Ottawa Citizen says today: "Lieut. Col. Willars Purney, President of the Great War Veterans, is prominently mentioned to succeed Col. Labatt on the Pensions Board. Col. Purney is a barrister from Shelburne County, N.S. He served over-looker of the crown in chancery in connection with the soldiers' vote. A further extensive reorganization of the Board is said to be in prospect."

QUEBEC STILL STRONGLY RECRUITING

(Special to the Guardian)
OTTAWA, June 19.—Reports received by the Military Service branch of the Department of Justice indicate that the changed spirit in Quebec continues. The men are coming along just as fast as they can be accommodated, a Canadian Press representative was informed.

A DAY OF PRAYER

The following telegram referring to June 30th as a special day of prayer has been received by Premier Arsenault:

Ottawa, Ont., June 14, 1918. The Honourable A. E. Arsenault, Premier Prince Edward Island, Charlottetown.

Sunday, June 30th has been proclaimed as a day of public humiliation and prayer throughout the Dominion of Canada. Would be very glad if your Government would cooperate in making this day as widely kept as possible in your province.

GEORGE E. FOSTER, Acting Prime Minister.

Charlottetown, P.E.I., June 18, 1918. The Editor, The Guardian, Dear Sir:—

With reference to the above telegram the clergymen throughout the Province are respectfully asked to lend their co-operation to the end that such special prayers as may be thought advisable will be offered up throughout all the churches.

Yours truly,
A. E. ARSENAULT.

CONDENSED SPECIALS

WANTED, GIRL FOR GENERAL housework. No washing. Apply at Guardian Office. 60735-7Mt

TO LET—CENTRALLY LOCATED a bright, front bedroom in private family. Apply at Guardian Office. 60844-527Mt

WANTED—TO RENT OR PURCHASE, a small house and barn. Centrally located preferred. Apply M. C. o. Guardian Office. 8046-6-12Mt

WANTED A BARBER, GOOD WAGES to right party. Apply E. C. Hiltz, Commercial Hotel, Kensington. 8060-6-20M31.

GREAT WORK BY BRITISH AIRMEN

Many Combats in the Air in Course of Which 25 German Machines Were Destroyed and Three Driven Down. Five British Machines Missing.

(Special to the Guardian)
LONDON, June 18.—The official statement on aerial operations tonight reads: "On June 17 the enemy's machines were active on the northern portion of the British front, and there were many combats in the air, in the course of which we destroyed twenty-five German airplanes and drove three down out of control. One hostile balloon was shot down in flames."

DUTCH GOVERNMENT ASKED TO EXPLAIN

British Government Suspicious of Traffic Over Lemburg Railway and Asks Holland For Explanation.

(Special to the Guardian)
LONDON, June 19.—The British government, suspicious of the greatly increased traffic on the Lemburg railway, between Germany and Belgium,

DESPERATE ATTACK ON RHEIMS REPULSED

36,000 Germans Advanced on 15 Mile Front To Take Rheims At Any Price, But Were Driven Back By French.

(Special to the Guardian)
PARIS, June 19.—A desperate German attempt to take Rheims "at any price" last night, was completely blocked by the defenders, the French war office announced today. The assault was made on a fifteen mile front between Virgny and Fort Lapomelle, forming a complete half circle about the city on the north from east to west; 36,000 participated in the repeated attacks.

"German infantry attacked the French positions between those two points. The French resisted with full success the enemy assaults. Between Virgny and Ormes, two miles east of Virgny the Germans were stopped by the French fire and hurled back several times upon their lines of departure. They were unable to reach the French lines at any time."

"In the vicinity of Rheims there was violent fighting with heavy enemy losses. The Germans were repulsed everywhere there."

"To the eastward of Rheims the fighting resulted to the advantage of the French. The Germans who penetrated the wood northeast of Sillery, two miles south of Fort Lapomelle were hurled back by a French counter attack."

"Prisoners taken in the Rheims region declared that the town was attacked by three divisions '36,000 men' and was to be taken the same night 'at any price.'"

More Than 400 Sbips Salvaged

LONDON, June 18.—From January 1915, to the end of May 1916, 407 ships sunk by the Germans in British waters have been salvaged. Up to December, 1917, 299 ships were recovered. In the present year to the end of May, 147 have been salvaged. The increase is due to improved methods and not to the greater activity of U-boats.

Among the difficulties encountered has been the emission of poisonous gases from the rotting cargoes of sunken ships, which sometimes have caused the loss of life. One salvage was torpedoed while working on a wreck while sometimes the work of Fents performed by the salvage department include the raising of a large boiler sunk in twelve fathoms of water and involving a dead lift of 3,500 tons. Another vessel was lifted fifteen fathoms by the use of compressed air.

Was it An Effort To Block Canal

DETROIT, Mich., June 17.—There are several suspicious circumstances in connection with a collision which occurred between two lake freighters in St. Clair River on Saturday, in which one boat, the Australia, was rammed and sunk in such a way as to indicate that a deliberate attempt was made to block the Canadian channel at this point. The vessel which colli-

SERIOUS LOSSES FOR THE AUSTRILIANS

600 Austro-Hungarian Corpses Buried in Front of Line Held by One French Regiment. Austrians Crossed Upper Piave Where Fighting Continues Furiously.

(Special to the Guardian)
LONDON, June 19.—The Allied lines on the Alps stand fast, practically no progress has been made on either side of the Brenta Gorge, the critical point of the northern front. Even upon a large scale map the changes of position since Saturday are scarcely perceptible. The French battle front on the right sector of the Asiago Plateau was attacked yesterday by the Austrians in mass formation. The French everywhere broke up the assaults, maintained their line and captured prisoners and war material. How serious the losses of the enemy were is understood by the fact that 600 Austro-Hungarian corpses were buried in front of the line held by one French regiment. In this mountain warfare the British contingent also is doing its full share of the fighting. The Italian official report says: "Numerous prisoners were captured by the British."

It is along the Piave that the struggle is most uncertain. On the upper part of the river, where it emerges from the foothills of the Alps, the Austrians have secured control of practically all the Montello range and have reached the plain on the south and west. Fourteen bridges have been thrown across the river, although there has been heavy rain to hinder pontooning. These bridges are constantly attacked by Allied bombing planes, but despite this the Archduke Joseph has been able to transport enough men to the west side of the

river to consolidate his gains on the Montello, where in three days of fighting the Austrians captured seventy-three guns, including a number of large calibre. Farther down, the river the Austrians failed to extend their hold on the west bank, although they fought long and stubbornly in the hope of reaching and cutting the railway from Conegliano to Treviso, used to bring up the Italian supplies. Unofficial reports from Rome express confidence that the Italians have sufficient reserves to prevent the advance west on the lower Piave from becoming dangerous, the danger point is the Montello where the enemy has secured a naturally strong position that might be used effectively in organizing an attack on the flank of the Allied forces holding the Montegrappa sector. The present situation is far from satisfactory on the upper Piave, and the Italians will have to use their reserves freely to prevent the Austrians from continuing their progress northward along the west bank of the river from Ciano. The number of prisoners taken by the Austrians since the battle began on Thursday is now stated to be 30,000. The bulk of them were undoubtedly wounded men, left behind by the Austrians as they retired from the Montello and other positions given up along the Piave. The Allies have captured between six and seven thousand prisoners, almost all of them un wounded. During yesterday's fighting they took 1,550.

DEFINITE FAILURE OF GERMAN U-BOATS

Bonar Law Assured Commons That Allies are Building Ships Faster Than Germans Can Sink Them. Subs Unable to Prevent Landing of Hundreds of Thousands of Soldiers

(Special to the Guardian)
LONDON, June 19.—Mr. Bonar Law's assurance given in the House of Commons, that the Allied nations are building ships more rapidly than the enemy's submarines are sinking them, and that the lack of ships will not prevent the rapid transportation of American troops to France, is another nail in the coffin of German militarism. The U-boat has definitely failed in its greatest task. Had the German submarines been able to prevent the transportation of the hundreds of thousands of American troops landed in France since March 21, they might have forced the Allies to accept an unsatisfactory peace by negotiations. That danger is past. The number of American soldiers in France can be increased to two or three millions, enough to plave victory beyond peradventure, without fear that the Atlantic will be closed either to transports or supply ships. The greatest crisis of the war is over.

In this connection it is interesting to learn on the authority of Second Lieut. Herman Hader, a deserter from the German navy, who is now in Holland that the enemy hopes even at this late date to fight a great sea battle and land an invading army in Great Britain. It is not a secret from even the lowest grade of our naval officers, he declared, "that the attempt to gain the open sea has two principal objects in view. While the first object is to reach the Atlantic Ocean, the other and more sinister object is to land an army on an English coast, where the landing will be known only to the highest naval officers, but the fact that there will be a serious attempt to land a huge army in England is no secret from the rest of us."

During the early days of the month of March two manoeuvres were made in which hundreds of war vessels took part in addition to 200 naval transports.

POLISH REGIMENT JOINS THE ALLIES

Impressive Oath Taken By Soldiers To Stand By Poland Against Germany.

(Special to the Guardian.)
PARIS, June 19.—Fighting under the national flag of Poland the first Polish regiment of the first Division entered the front line trenches opposite the Germans today.

Within the sound of the roar of cannon and in the presence of civil and military authorities the regiment received its battle flag and entered the war on the side of the Allies. It is a reply to the German contention that the Polish question is settled, said Gen. Archibald, chief of the Polish military mission to France.

Amid an impressive silence the chaplain of the regiment, facing the troops and raising both hands, above his head gave them this oath: "I swear before God and before the Holy Trinity, that in allegiance to my country I am ready to give up my life to the last drop of my blood in the service of the holy cause of Poland, to obey my chiefs and to remain true to Poland one indivisibly."

The Polish soldiers and officers cheered as they repeated the oath. Gen. Gouraud then confided the Polish flag to the safe keeping of the Legion as the Polish military band played the Polish National Anthem.

THE WEATHER TEMPERATURE, TIDE, MOON, ETC.

TORONTO, June 20.—Moderate to fresh northwest winds; fine and cool. The tide will be high this morning at 7.49 and tomorrow at 8.33; it will be high tonight at 9.16 and tomorrow at 10.10. The sun sets this evening and tomorrow at 9.02; it rises tomorrow morning and Saturday at 5.36. The moon sets tomorrow morning at 3.07. The first quarter of the moon was on Sunday, June 17th, at 9.12 a.m. There will be a full moon on Monday, June 24th at 6.38 a.m. The length of today will be fifteen hours and twenty-six minutes.

COMING EVENTS, ANNOUNCEMENTS, MEETINGS, ETC.

**P.W.C. opens today at 2 o'clock for Registration and on Friday from 10.30 to 12, 2.30 to 5 and 7 to 9 and all day on Saturday.

**The Annual Thankoffering of the Clyde River Presbyterian church will be held Friday, June 21st at 8 p.m. Program by the children, address by former pastor Rev. W. J. MacLeod, 8066