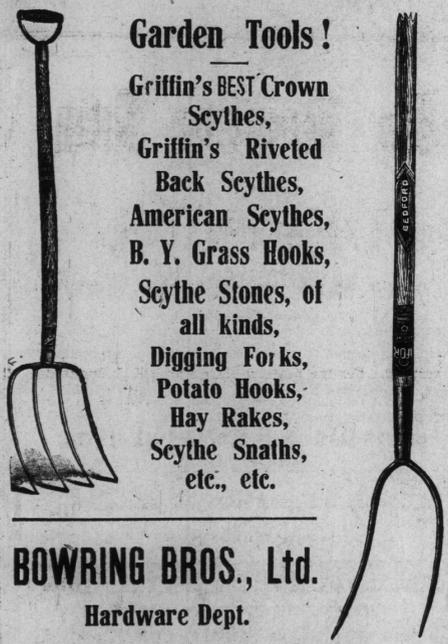


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REVERSE FOR ALLIES

Withdraw to Frontier. Heavy Casualties Expected

BRITISH HOLD THEIR OWN AFTER ALL DAY BATTLE.

Special to Evening Telegram.
LONDON, Aug. 24.
The Official Bureau to-day gave out the following announcement: The British forces were engaged all day Sunday and until after dark with the enemy in the neighborhood of Mons, Belgium—they held their ground.

CONFLICT ALL ALONG THE LINE.

LONDON, Aug. 24.
The French Embassy, this morning, received a telegram from the Minister of Foreign Affairs at Paris, stating that contact had been established between the opposing forces all along the line and up to the present without advantage to either side. A confirmed report states that the German ship Zeppelin VIII has been destroyed and that there have been great Russian successes.

ALLIES DRIVEN BACK—OFFENSIVE MOVEMENT FAILS.

LONDON, Aug. 24.
The allies have failed in their first offensive movement against the Germans in Belgium, and have been driven back upon the French frontier. The War Office admits this through the official Bureau when it issued the following: "News has been received that the first line of defence has been taken necessitating the withdrawal of a portion of the allied troops from the line of the Sambre to the original position on the French frontier. No information has been made public regarding British casualties."

GERMAN VICTORIES REPORTED.

LONDON, Aug. 24.
A despatch to the Associated Press from Berlin by wireless has brought the startling news of German victories over the French. An official announcement is made in the German capital that a German army has defeated a French army at Neufchateau, capturing guns and prisoners. The Germans are pursuing the French vigorously in one case beyond Longwy. Another German army has captured 150 French guns in the French department of Meurthe and Moselle. The Germans are reported West of the River Meuse advancing against Mabeuge. They have defeated an English brigade of cavalry.

PREPARE FOR LONG STRUGGLE.

LONDON, Aug. 24.
After nearly three weeks of mobilization the battle of the giants has begun. Roughly speaking, the Germans are trying to work around the allies' flank in Belgium, while the French are attempting the same process to the Germans in Alsace. Official British statements explain calmly that nothing resembling a great battle has been fought as yet, and warn the people against optimism and confidence of success. The English papers are warning the people that the war is only beginning, and that they must be prepared for a long struggle which will tax the resources and manhood of the nation to the utmost limit. While appreciating all that the colonies have done, they expect colonies with the population of Canada and Australia to contribute much more in men and money to the Empire than they have yet done.

FILLED WITH WOUNDED.

VICHY, via PARIS, Aug. 24.
The Presidential Palace and all the hotels have been converted into hospitals and are now filled with wounded. All branches of the service are represented among the patients, including artillerymen, infantrymen, dragoons and husars.

REPORTED FALL OF NANCY.

PARIS, Aug. 24.
A rumor is in circulation in Paris that the Germans have occupied the unfortified town of Nancy. The report lacks confirmation.

GERMANS ROUTED BY RUSSIANS.

LONDON, Aug. 24.
A despatch to the Times from St. Petersburg, reports the Russian success in East Prussia and says it is not a defeat but a route.

Remember

It is wise to get rid quickly of ailments of the organs of digestion—of headache, languor, depression of spirits—the troubles for which the best corrective is



JAPANESE CALMLY APPROVE WAR.

TOKIO, Aug. 24.
Unanimous approval of the war which is calmly and dispassionately discussed summarizes public opinion. The newspapers express regret over the necessity of hostilities with Germany and urge the public to refrain from exhibiting resentment towards the Germans in Japan.

AUSTRIA'S EXCUSE FOR DEFEAT.

LONDON, Aug. 24.
According to the Times' correspondent at Venice, the Official Telegraph Agency in Vienna publishes the following official notice on the Austrian-Serbian situation: "On account of Russian intervention in the Serbian War, Austria is forced to gather all its forces for the principal struggle in the North East, consequently the attack on Serbia is henceforth looked upon as a punitive expedition and not a definite war. The decision, therefore, has been reached to retire from the offensive and take up a waiting attitude, making a fresh attack when the opportunity presents itself."

GERMANS CHANGING THEIR NATIONALITY.

LONDON, Aug. 24.
According to Reuter's correspondent at Melbourne, a prize court has been established in all the States of the Australian Commonwealth. The correspondent adds that nearly 800 Germans have been naturalized in Australia since August 1st. The average monthly total of naturalization, he says, is fewer than 70.

JAPANESE FLEET BUSY.

TOKIO, Aug. 24.
The Yamato, in an extra edition, to-day, says the bombardment of Tsing Tau by the Japanese fleet has commenced. This message was passed by the censor of the Navy Department.

ANARCHY IN ALBANIA.

LONDON, Aug. 24.
The Venice correspondent of the Daily Mail sends a report that Prince William of Albania, accompanied by his family, has reached Brindisi en route for Germany, and that Albania is in a state of complete anarchy.

One of Belfast's Best.

The triple screw passenger and mail steamer Statendam, which is the largest vessel ever constructed in Belfast with the exception of the three huge White Star liners, Olympic, Titanic and Britannic, has been successfully launched from Messrs. Harland and Wolff's shipyard. The liner was built to the order of the Holland-America Company for the Atlantic service between Rotterdam and New York. The Statendam is a truly palatial vessel of over 33,000 tons, and is the largest Dutch liner afloat. The Statendam is nearly 770 feet in length over all, is over 86 feet beam, with a gross tonnage exceeding 33,000, and a displacement of 44,000 tons, and has been built to the highest class at Lloyd's, and under survey of the British Board of Trade for passenger certificate, also to meet the requirements of the Dutch and American laws.

The structure of the hull is exceedingly strong. The double bottom extends right fore and aft, and there are eleven watertight bulkheads carried up to the bridge deck at the fore part of the vessel and the saloon deck at the after part. There are nine steel decks.

The vessel will have three funnels and two steel pole masts, fore and aft schooner rig, four derrick posts, and twenty-five steel derricks, electric winches, and Harland and Wolff's steam steering gear, controlled by telemotor from the navigating bridge. Needless to say, there will be a complete installation of electric light, also emergency lighting, and wireless telegraphy and submarine signalling apparatus will be fitted. The arrangements generally for working ship and cargo will be of the most complete character.

The passenger accommodation in the vessel will be on the owner's well known sumptuous style, over 3,000 passengers in all being provided for—800 first, 630 second, and nearly 2,000 third class.

The fact that skirts are growing wider is absolute, and well established.

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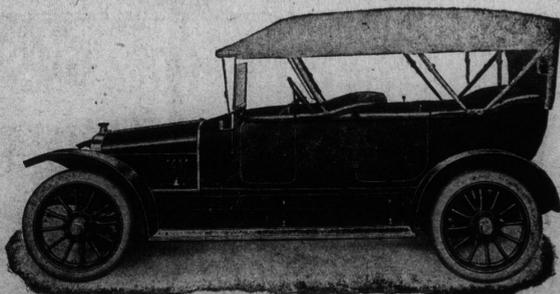
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