

GERMAN LOSSES NEARLY 100,000 IN 4 DAYS FIGHTING IN FLANDERS

Enormous Death Toll in Attack on Allies—Trenches Filled with Water, but Artillery Battle Goes on—Cannonading Resumed Between Nieuport and Dixmude—Enemy Attempts to Cross Aisne River at Valley but Driven Back by Allies—Fighting in the Caucasus Resembles Struggle in Flanders—Russian Warships in Black Sea Aiding Land Forces.

London, Nov. 17.—The German losses during the last four days of fighting in Flanders are estimated at 100,000 by the correspondent of the Daily Mail at Dunkirk. The Germans directed a fierce attack upon the Allies' lines near Ypres on Monday. This was repulsed, and the allies in turn assumed the offensive. Casualties in the allied ranks were heavy, but favorable progress was made.

All reports from the zone of fighting in Northern France indicate that the weather conditions for the past few days have been terrible. Heavy rains, falling continuously for 36 hours, has turned all the roads into quagmires, while the trenches are flooded and the lowlands everywhere are largely covered by water. Everything possible is being done to make the troops comfortable, to prevent their being flooded out of the trenches, and to avoid cave-ins. The trenches are being shored and braced, and the bottoms covered with brush and straw. Meanwhile the artillery battle continues.

Paris, Nov. 17.—There was given out in Paris this afternoon the following communication: "On the canal to Dixmude, the action of our artillery checked the work that the Germans were endeavoring to carry out to keep down the inundations. The enemy was compelled to evacuate a portion of his trenches, which had been filled by the waters."

"Two attacks of German infantry, one to the south of Ypres, and another to the south of Ypres, resulted in failure. On our side, we have made progress between Bixchoote and the canal."

"Between Armentieres and La Bassée, there has been an artillery duel conducted with great spirit. "On the Aisne canal, German detachments which endeavored to cross the river in the vicinity of Valenciennes were either driven back or destroyed. On our position on the right of the Aisne, we have made several advances."

"In the Argonne, there have not been any infantry engagements. We blew up with mines a certain number of German trenches. On the heights of the Meuse, to the south of Verdun, we have made several advances."

"On the rest of the front there has been nothing of importance to report."

Russian Fleet Aids Land Forces. Petrograd, Nov. 17.—Official reports of the fighting in the Caucasus indicate that the struggle between the Russian and Turkish troops is practically a duplication of the battle in Flanders. Russian warships in the Black Sea are aiding the land forces by shelling the Turkish positions. Today's official statement of this fighting declares: "On the Black Sea the Turkish offensive on the coast road near Liman has failed. Attacked on their rear flanks by fire from our warships the Turks have suffered heavy loss. Their reserves were annihilated. Our troops operating in Klyuchaduk Pas, near Khamur, completely defeated the Turkish forces and numerous bands of Kurds."

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Special to The Standard. Fredericton, Nov. 17.—This week the manual training department of the Normal school turned in thirty knitted mufflers at the local Red Cross headquarters. The knitting was done by the young ladies of the school under the direction of Miss Baxter, head of the handwork division. The mufflers were supplied by the Red Cross society. The students exhibited great enthusiasm for the work and many of them will continue it.

The members of the brownie troop survey party for New Brunswick this year appointed by the provincial government, were announced today by acting secretary of agriculture A. G. Turner as follows: H. S. Flavell, Bloomfield; Stanley Titus, Titusville; Alfred Corbett, Welsford; W. C. Arnold, St. Stephen; George H. Walker, Fredericton; H. W. Gilchrist, Upper Hamstead; S. L. Fox, Gagetown, and Charles S. DeWolfe, St. Stephen. The entire sixteen hunters will leave here Friday next to begin their work.

Rev. Frank Baird, of Woodstock, who was in the city today attending the quarterly meeting of the Presbytery is the chairman of the committee appointed in Woodstock to arrange for meetings to stimulate recruiting throughout Carleton county, at which addresses would be delivered and recruits enlisted. The first of these meetings will be held in the Hayden Gibson Theatre, Woodstock, on Thursday evening, when His Lordship Bishop Richardson will be the principal speaker.

Rev. Mr. Baird states that the other meetings will follow and every section of the county will be visited. At each meeting a musical programme will be carried out, the young ladies and young men of Woodstock having volunteered to accompany the speakers throughout the county. The recruiting officer, or one nominated by him will also accompany the speakers and it is the idea to enlist volunteers at each meeting held.

THE ENTIRE NORTH SEA A MILITARY AREA

All Vessels Entering Do So At Risk of Being Destroyed.

OIL AND COPPER CONTRABAND OF WAR

Interference by British Navy only to prevent goods reaching enemy which would increase his power.

London, Nov. 17.—The entire North Sea is now a military area, Premier Asquith announced in the House of Commons today.

This means that all vessels entering the North Sea will do so at their own risk of mines, and will be subject to orders or instructions of the Admiralty.

All subjects of the enemy found on neutral vessels, the Prime Minister said, would be liable to detention as prisoners of war.

Mr. Asquith also announced that oil and copper would be declared contraband of war.

Referring to mines, the Premier said the Germans had resorted to indiscriminate mine laying in the North Sea, outside of territorial limits, and along trade routes, without regard to peaceful shipping, and without warning. The purpose clearly was the furtherance of no definite military operation, but to endanger British trade. These mines unquestionably had been laid by fishing vessels disguised as neutral, the Premier said. These mines were not so constructed as to become harmless when loosened from their moorings, neither were they kept under observation. No steps had been taken to warn peaceful shipping of this danger. Consequently the terms of the Hague Convention of 1907 have been violated.

After a number of neutral fishing and merchant vessels, together with many lives, had been destroyed by these German mines, Mr. Asquith said, the Government had been forced to adopt counter measures to cope with this German policy of mine laying combined with no definite activities.

"A mine field was therefore laid across the southern portion of the North Sea," said Mr. Asquith, "in order to guard the approaches to the English Channel. Due public warning was given, in accordance with the Hague Conventions. In the last week of October the Germans succeeded in laying a mine field off the north coast of Ireland, on the main trade route from America to Liverpool, via the North of Ireland."

Vessel Flying Neutral Flag Laid German Mines.

"More peaceful merchant ships were blown up, and more lives were lost. But for the warnings given by British cruisers, other British and neutral merchant and passenger steamers would have been destroyed."

"These mines could not have been laid by any German ship of war, or by any vessel flying the German flag. They could only have been laid by some merchant vessel under a neutral flag, as if for the purpose of peaceful commerce. Such a ship, while profiting to the full by the immunity enjoyed by neutral merchant ships, wantonly and recklessly endangered the lives of all who travel on the sea, regardless of whether they were friend or foe, civilian or military in character."

"The menace to peaceful shipping presented by these wholly illegal methods of waging war is so great that the government has been compelled to adopt the only possible means of protection namely, to declare the whole North Sea a military area, and to restrict all shipping crossing it to a narrow passage along which the strictest supervision can be exercised. Access to the coasts of Great Britain and neutral countries has thus been made as safe as in the power of the British navy to make it, and although this has been done at the price of certain inconvenience and delay to shipping through its inability to follow its accustomed routes, the price cannot in the circumstances of the case be considered a high one."

"His Majesty's government is fully aware of the anxiety prevailing in the United States and other neutral countries on these subjects, and it trusts that its policy will be fully understood. "It is considered that public opinion in neutral countries will appreciate its earnest desire that there should be no interference with neutral trade, provided the vital interests of Great Britain, which are at stake in the present conflict, are adequately maintained. Any interference by the British navy is directed, not to increase their trade or to diminish the trade of any neutral foreign country, but solely to prevent goods from reaching the enemy which would increase his power in the war against the British and the Allied forces."

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"ELLIOT'S HORSE" NOT KNOWN OFFICIALLY TO MILITIA DEPARTMENT

Ottawa, Nov. 17.—Officials at the Militia Department, when asked about the eighty men connected with Elliot's Horse, a Winnipeg squadron reported to be stranded in London, said that nothing is known of the regiment officially. The first the department heard of them was when they landed in Montreal. The men required a place to sleep for the night, prior to embarking for Great Britain, so the use of an armory was granted, and beyond that Elliot's Horse is unknown to the militia officials here. Application was not even made for official recognition.

"The whole trouble arose out of the men being overzealous to get on the government pay list, without recognizing the necessary requirements. They wanted to go as mounted troops, and we do not want any, not yet at least," said one of the officials of the department.

As to the suggestion to send the men back to Canada, so that they may join the second Canadian contingent, this would mean a waste of money."

DAMAGES TO CRUISER GLASGOW TO BE REPAIRED AT RIO JANEIRO

Rio Janeiro, Brazil, Nov. 17.—The British cruiser Glasgow, which came into this port yesterday after a trip from the Chilean coast, where, on November 1, she was damaged in an encounter with the German squadron, is to undergo repairs here. This decision is in conformity with Article 13 of the Brazilian regulations of neutrality, as set forth in a decree dated August 4, 1914.

This provides that under these circumstances a warship may repair such damage as threatens her safe navigation.

least," said one of the officials of the department.

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