

Weather Forecast:
Rain or Snow

The London Advertiser

HOME
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SATURDAY EVENING, NOVEMBER 11, 1914.

FOURTEEN PAGES

PRICE TWO CENTS.

Alies' Line Unbreakable Barrier CANADIAN MACHINE GUN BATTERY NOW AT THE FRONT

SAYS ONE OF BRITISH BEST IS AT BOTTOM

Associated Press Correspondent
Claims Super-Dread-
nought Audacious Sunk.

LIES OFF IRISH COAST

Either Struck by Torpedo or
Disabled by Mine Is
Belief.

OLYMPIC TO THE RESCUE

Splendid Work of the Liner's
Crew Saved Practically All
On Board.

[Canadian Press.]

New York, Nov. 14.—Rumors of disaster to the British super-dreadnought Audacious, which have persisted ever since the White Star Line Olympic, diverted from her course, arrived at Lough Swilly on October 29, are confirmed in mail advices received by the Associated Press from a point in Ireland. After a career of less than two years, the Audacious, of the King George V. class—third in tonnage and armament of the British warships—was at the bottom of the ocean off the north coast of Ireland. She was hit by a torpedo or disabled by a mine just before 9 o'clock on the morning of October 27.

With the possible exception of one or two men, the whole crew of 800 officers and men were rescued by small boats from the Olympic. The rescue was made in a rough sea through brilliant and daring seamanship on the part of the White Star crew.

Olympic Saved Crew.
The battleship's cry for assistance was caught by the wireless operator of the Olympic, which was only about ten miles distant. The steamer rushed forward at full speed, while her crew made ready for their work. Volunteers were called for, and the number of men necessary to man the lifeboats responded. The crippled battleship was reached a few minutes after 9 o'clock, and before noon all but 100 of her men had been transferred.

Attempt to Save Ship.
By that time the battleship had decided that the stern, where just below the waterline she had received her wound. Two of her engines were unhurt, but the one aft was put out of commission. After taking off all the officers and crew, the Olympic, turned her attention to an attempt to save the warship. A cable was given her, but it snapped as she tightened. Meaning the bulkheads began to give way, and it was soon apparent that it would be impossible to tow the ship or keep her long enough to reach the coast.

Explosion—Plunge.
The flotilla of rescue ships continued to stand by, however, until 9 o'clock, when a terrific explosion occurred on board and the Audacious plunged stern first, and in a moment had disappeared.

The explosion is supposed to have been caused by shells set loose by the listing of the battleship. A bit of armorplate, torn from the sinking ship struck the deck of the Liverpool, cutting the legs from under a gunner. The man died in a short time.

The Audacious met her fate 25 miles off the Irish coast, where the Olympic was skirting. The liner sailed from New York for Glasgow on October 21. She had been warned that there were German mines off Tory Island, and fear of these mines was the official explanation of the disaster.

Then their ship turned her prow toward Lough Swilly. The Olympic's passengers saw the flash of the explosion and watched the mighty warrior sink. Then their ship turned her prow toward Lough Swilly. The Olympic's passengers saw the flash of the explosion and watched the mighty warrior sink.

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LONDON A. M. C. MAN NOW REPORTED TO BE ON FRENCH SOIL



Illustration of
FRED MOISSE, who left London with the A. M. C. and now reported to be serving in France with the Canadian base hospital No. 2.

HURRY WITH FOOD IS BELGIUM'S CRY

Supplies Available Entirely
Insufficient—20,000 in One
Town Destitute—Many
Hunger-Maddened.

[Canadian Press.]

London, Nov. 14.—11:35 a.m.—Captain T. F. Lucey, who has been active in the distribution of American relief in Belgium, has sent a message to the headquarters of the relief committee in London saying that the supplies now available are entirely insufficient to meet the immediate and urgent needs of the Belgian people and requests further assistance.

BATTERY TO ASSEMBLE HERE ON WEDNESDAY

New Unit Will Go Into Camp
at Fair Grounds—Equip-
ment Already Here.

Orders have been issued through militia headquarters for the assembling in London of the battery which was recruited in the first division last week. The men are to report, at the fair grounds on Wednesday of next week, when their pay starts, and when equipment will be issued to them. The Ordnance stores have sufficient supplies to equip all the men of the battery, as the number will not run over 141.

GLASSWORKERS OF U. S. TO HELP BELGIANS

Will Aid Co-Workers With Weekly
Collections in Factories.

Pittsburg, Nov. 14.—The leading labor organizations in the American glass trade have completed arrangements for a collection of \$75,000, to be made by workers every week for the relief of glass workers in Belgium, who have been deprived of employment because of the war.

TO GIVE 'VARSITY BATTALION CHANCE

Rumor Says Classes May Close Early
to Allow of Training.

Toronto, Nov. 14.—There is a rumor at Toronto University to the effect that students who are going to the front next spring may write their examinations earlier, or that the whole university will close the first of May, and so permit a university battalion to be put into training at Niagara Camp. President Falconer today would not confirm the rumor, though he admitted the question had been raised.

What's In a Name? But Look at These

JOFFRE FRENCH

There is a curious "harmony" about the names of Gen. Joffre, chief of staff and commander-in-chief of the French armies, and Field Marshal Sir John French, chief of the British general staff and commander-in-chief of the British land forces operating in France and Belgium. Above are the names of both commanders. The first half of "Joffre" and the first half of "French" spell "Joffre." Moreover, the second half of "Joffre" and the second half of "French" spell "French." Even to those who would indignantly deny any suggestion that they are superstitious, this coincidence about the names may appear as an augury of certain success. It will be remembered that the name of the British commander-in-chief was taken by the French people as a happy coincidence.

There are a number of other striking ways in which these two men are similar. Each is 62 years of age. Each became chief of staff of his respective army since 1911. They are strategists of the same school, men of calmness and firm resolve, who are at their best when the task is greatest and the odds against them are biggest.

NOTE OF WARNING BY GERMAN COUNT

Tells People Not To Exaggerate
Successes or Hold
British Fleet in
Contempt.

[Canadian Press.]

Berlin, Nov. 14.—Via London, 11:15 a.m.—The Nord Deutsch Allgemeine Zeitung, referring to the situation in the eastern arena of the war, says: "For some days past the people generally have been discussing the dangerous situation on the frontier of the provinces of East Prussia, Posen and Silesia. Basing our information on official statements, it can be said that only a few of the border regions in East Prussia have been penetrated by solitary detachments of Russian troops. There is no reason to fear for East Prussia and the provinces of Posen and Silesia."

Count on Reventlow, writing in the Tageszeitung, again sounds a note of warning against the popular exaggeration of Germany's military successes in the past, or of the results attained by the German fleet. At the same time he cautions his readers against contempt for the strength of the British fleet. This naval critic writes that the people should not be lulled by a momentary success. He believes that the British fleet is not of a high standing. It may be said that these best able to judge the situation in German naval circles have no such conception.

"NEUTRAL OBSERVERS" PRAISING GERMANS

Reported as Praising Their Behavior
in Russian Poland.

[Canadian Press.]
The Hague, Netherlands, Nov. 14 (via London, 12:12 p.m.).—As soon as the Russians reoccupied Lodz, in Russian Poland, according to information reaching the Hague today from neutral observers, the civil administration, which had been inaugurated by the Germans in co-operation with Polish officials, and which was maintained as long as the German forces were in possession, at once gave way to strict Russian rule and the old order of things returned.

THE WEATHER.

LOCAL TEMPERATURES.
Following were the highest and lowest temperatures recorded in London during the 24 hours previous to 8 o'clock last night: Highest, 52; lowest, 35. Lowest 27.

TOMORROW—SNOW OR RAIN.

Toronto, Nov. 14.—Forecast.
Northeast gale, winds, gradually increasing to strong breezes and gusts; fair today; snow or rain late tonight and on Sunday.

Temperatures.
The following were the highest and lowest temperatures during the 24 hours previous to 8 a.m. today:
Stations. High. Low. Weather.
Victoria..... 48 32 Cloudy
Calgary..... 42 20 Cloudy
Winnipeg..... 26 20 Snow
Edmonton..... 24 20 Snow
Pelly Sound..... 24 12 Cloudy
Toronto..... 54 24 Cloudy
Ottawa..... 42 24 Cloudy
Montreal..... 42 18 Cloudy
Quebec..... 23 18 Cloudy
Weather Notes.
As many as four depressions exist on the continent this morning, the earliest of which is moving rapidly westward. Snow has fallen heavily in the Western Provinces, also in North Eastern Ontario and Quebec.

THE U. S. HAS A LITTLE WAR OF ITS OWN IN ARKANSAS.



Illustration of
Above, typical homes of Arkansas miners; and below, cavalrymen of the Fifth United States Cavalry trying out a machine gun.

GERMAN ATTACK AGAINST NIEUPORT BRIDGE FAILURE

At Other Points On Long Front Allies Advance, While All
Enemy's Attacks End Unsuccessfully — French
Official Statement.

[Canadian Press.]

Paris, Nov. 14.—2:47 p.m.—The French official communication, given out in Paris this afternoon, says: "In Belgium a German attack against the head of the bridge at Nieuport resulted in failure, and various efforts at offensive movements on the part of the enemy in the region to the southeast of Ypres have been checked."

"In the environs of Blazebotte we have progressed one kilometre toward the east."

"Between the canal of Labassee and Arras our troops have made minor progress."

"In the region of Lassigny and in the vicinity of the Aisne, as far as Berry-au-Bac, the Germans have attacked, but without success."

"In the Argonne the fighting has recommenced with greater spirit. The enemy endeavored, but in vain, to recapture Souleuvre and St. Hubert. Particularly in the vicinity of Verdun several partial offensive movements on the part of the enemy were checked by the fire of our artillery before the forward movement of the enemy's infantry could be undertaken."

"In the Woëvre District and in Loreine, where bad weather prevails, there is nothing to report."

LOSE NOTHING; GAIN SOMETHING

French ex-Premier Satisfied
With Situation—End To
Be Headlong Ruin
For Germany.

[Canadian Press.]

Paris, Nov. 14.—7 a.m.—The battle line of the Allies, extending 100 miles, from the sea to the River Somme, has been the theatre of a series of operations during the last few days, to continuous slaughters of unprecedented ferocity.

"We have lost nothing, and we have gained time and ground, the one as precious as the other."

General Bonnal declares that no army undergoes losses so out of all proportion to the effort expended, and the result so far obtained by the Germans, without finally becoming discouraged and exhausted, and that an attack in force, well planned and timed, will bring about the defeat of the enemy.

He quotes in support of his opinion a letter from an old friend now fighting in Flanders, which says: "It is always the same here. We stand firm. We even advance a little, and as a tangible result there is a slaughter of the Prussians, who are replaced by fresh reinforcements, which we smash at will. On our side there is considerable loss, but means for tomorrow, but when it will be, means what a headlong run it will be."

ENTRANCE TO TURKISH RIVER ABADAN CLEAR

[Canadian Press.]

London, Nov. 14.—2:25 p.m.—It was declared officially today that the western entrance of the Shatt-el-Arab River, which empties into the head of the Gulf of Persia, has been cleared of German forces. British forces a week ago occupied the port of Fao, at the mouth of the Shatt-el-Arab, a Turkish River, which empties into the head of the Gulf of Persia. Previous to the landing of the British forces the Turkish guns at Fao were silenced by the fire of the sloop Odin.

CANADIANS NOW ARE FIGHTING IN FRANCE

Machine Gun Battery and Supporting
Cavalry Definitely Reported Aiding in
German Repulse Along the Coast

(Special to The Advertiser.)

Toronto, Nov. 14.—Units of first Canadian contingent are already in action in France.

The British system of censorship on the departure of troops is responsible for the fact that this has not been stated officially.

Today there arrived confirmation from two sources that Canadian corps are in the thick of it.

HOLDING BACK THE GERMANS.

The United Press, a generally reliable news agency from Paris, says that reports there declare that Canadian troops are now in France, participating in fighting to prevent the German drive to the coast.

In addition to this comes a letter today from a member of the Canadian automobile machine gun battery to his parents here, stating, without giving details, that his battery had been in action in the neighborhood of Lille, France.

ACCOMPANIED BY CAVALRY.

Previous letters intimated that his battery expected to go across the channel immediately, and it would naturally be accompanied by an escort of Canadian cavalry, probably the Strathcona Horse and the Royal Canadian Dragoons, which are regulars.

It is also likely that the Royal Canadian Horse Artillery regulars, and possibly the Princess Patricia's and other regiment, whose training warranted it, have also been sent to France before now.

BOATS UPSET WITH CREW OF STRANDED STEAMER "COLONIAL"

Roller Over By Waves As They Near Shore—Londoner

Describes Graphic Scene As Shipwrecked Sailors
Are Rescued.

A vivid picture of the rescue of the crew of the bulk freighter Colonial, which yesterday was beached near Erie Beach, just south of Cedar Springs, was painted for The Advertiser today by E. O. Baker, Johnston street, this city, who saw the sailors come ashore. Mr. Baker, who is a travellor for the Davis Acetylene Gas Company, was driving along the Lake Shore road after the steamer grounded, having been run on the shoals to prevent her foundering. He was struck by the waves, and only one of the suitcases was thrown into the lake, but he was pulled to safety by the hunters and farmers, who ran down into the water to help him. The boat rolled clear over, just as she struck the shoals, where the waves were breaking. Nine altogether were in the boat to land, but only a single man rowed the second boat. It was loaded with the suitcases and damage bags of the crew, and it, too, tipped as it struck shore. Strange to say it rolled right over, and yet only one of the suitcases was thrown into the lake. The others did not even get wet.

Crew Appeared Dazed.
The rescued men were hurried into a nearby shanty and warmed. They seemed dazed with their experiences, that they could not even tell their own names, nor where they were from. It was some time before we could learn anything about the ship, which struck the beach. A woman and a man were thrown into the lake, but were pulled to safety by the hunters and farmers.

Woman Thrown Out.
The Colonial went aground about half a mile from shore," said Mr. Baker. "The first boat—a yawl—to put off with the lifeboats, and the ship struck the beach. A woman and a man were thrown into the lake, but were pulled to safety by the hunters and farmers."

FINGERS STIFF; NOSES RED BUT THEY LABORED ON

Willing Women Workers Will Not Wilt When Wild Winds
Whistle—Courageously Continue Crating Clothes
Consigned to Belgian Babies.

Up at the C. P. R. freight sheds this morning, half a dozen or more women, members of the Women's Canadian Club of this city, were busily engaged in preparing the shipment of goods for the relief of the Belgian refugees. It was a new experience, these hours spent in the long freight sheds, where the November sun, and the chill winds, alike penetrated through the great, open doors on either side. Still were the fingers and red the noses of the workers, yet their enthusiasm never waned. All hearts throbbled in sympathy for the sufferers of Belgium.

Some of the clothing had been packed previously in the large wooden boxes sent to the sheds by local wholesalers, but there remained quite a number of bundles and bales yet to have their contents sorted and packed in separate boxes. Several piles were quickly made as the bales were opened. One contained children's wear; a second, some warm bedding; another, women's clothing; and yet another, garments for men. Some of these were the gift of country people, others from citizens, but it was noticeable that in practically all cases, the clothing was either new or in extremely good condition.

Nicely-Dressed Dolls.
In one bale was found a number of nicely-dressed dolls, and the workers were much touched to read on a neat wooden box the label: "For a little Belgian girl, not to be opened until it reaches its destination. Contains dress, hood and doll."

A number of the ladies commenced the task of packing the huge cases, and working with a will, the various piles of clothing were all cleared away by noon. As each case was filled, it was labeled "What will you do if the relief ship never reaches the Belgians?" one of the workers asked another.

The second woman rubbed her stiff fingers thoughtfully, then: "Well, I just have faith that it will reach them," she replied.

They Didn't Nail 'Em.
Perhaps the curious may ask if the ladies drove the nails in securing the lids on the top of the cases. The reply is no. They were fortunate enough to have the services of a kindly C. P. R. freight man, who took to it as naturally as if he had driven 'em all his life. But there is one thing must be admitted, after seeing the businesslike way in which the women performed the packing, if they had been obliged to nail up the cases themselves, they would have managed it somehow!

HEARING OF P. M. CASE SET FOR NOVEMBER 30

Interstate Commission to Inquire into
Allegations Against Financial
Management.

[Canadian Press.]
Washington, Nov. 14.—Public hearings in the interstate commerce commission's investigation of financial operations of the Pere Marquette Railroad Company will be begun at Detroit on November 30 by Commissioner Hall.

The inquiry, which has been in progress for several months, practically co-extensively with that into the Rock Island system, is being made by direction of the House of Representatives. The resolution calling for the investigation recites various allegations against the financial management of the Pere Marquette.

The purpose of the inquiry is to develop if possible, whether the railroad and its stockholders have suffered from what had been characterized as exploitations of the road to the benefit of favored financial interests and individuals.