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The Toronto World

ATURDAY MORNING NOVEMBER 11 1914—SIXTEEN PAGES

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FRENCH STRIKE Foe AGAIN ON SOMME FRONT

Allies Advance Near Le Transloy and Saily Villages.

WEAR DOWN GERMANS

British Aerial Department Does Scouting Work for Battle.

Special Cable to The Toronto World. London, Nov. 10.—In operations about Salisiel and northeast of Les Bouafs, the French, under General Fayolle, captured several trenches and sections of trenches from the Germans this afternoon in a movement to capture Le Transloy and to turn the Germans out of the St. Pierre Vaast wood, southeast of Salisiel, north of the Somme. The present operations continue to be of the methodical siege variety, and the French are not striving to win startling results in a heap so much as to seize some important key positions to assist them and the British in the enveloping movement upon Beaumont and Peronne. The object of the allies continues to be the wearing down of German manhood by process of erosion rather than by process of gigantic sudden blows. The French progress about Salisiel provoked the Germans to a counter-attack. This was easily repulsed by the French. They threw a curtain of fire and caught the enemy in the open with disastrous results for him. South of the Somme continuous bombardments prevailed and the firing became particularly violent at intervals in the Pressoir and Ablancourt sectors. On the British side of the battle front artillery battles continued. The Germans used great quantities of gas shells in the night. Their trench mortars became lively northwest of Festubert and they were speedily silenced when the British batteries opened on them. An improvement in the weather has brought about a great revival in aerial activity on the British and the French fronts. As the stormy weather of some days past had compelled the machines for the most part to keep under cover, it was necessary to survey the German positions carefully in order to ascertain the state of their defences and where new trenches had been constructed. Many bombing raids were also carried out by the Royal Flying Corps against the communications, billets, and stores. Being thus attacked in their own territory, the Germans attempted to drive off the British machines and much air fighting prevailed. The feature was an encounter between a British squadron of thirty and a German squadron of forty machines. The German squadron was broken up and dispersed. In other fights, nine other machines were driven down in a damaged condition and six machines of the beaten squadron also fell out of control. It is believed that the return of fair weather and the great aerial activity presage the fighting of another big week tomorrow or Sunday. Before Verdun a heavy artillery action continues to prevail, especially between Damtoup and the Haigremont quarry.

DISGRACED RECTOR WINS WAR GLORY

Son of Late Canon Farrar Left England Under Cloud.

DECORATED FOR VALOR

Splendid Exploits With Foreign Legion Win High Recognition.

New York, Nov. 10.—The Evening World today says: Another man has emerged from the European war purged of disgrace, according to information received today. Frederick P. Farrar, of the French foreign legion, has been decorated for valor in the field and acclaimed for conspicuous gallantry. He disappeared five years ago after his many friends here and in England learned that, as the Rev. Frederick Percival Farrar, rector of Sandringham, domestic chaplain to King George and honorary chaplain to Queen Alexandra, queen dowager of Great Britain, he had been dismissed from his court posts. He had not been (Continued on Page 7, Column 1).

SATURDAY AT DINEEN'S.

Store open until 10 o'clock Saturday night and extra salespeople engaged to give prompt attention to patrons. It is the time of the year for winter hats and Dineen's are all set for the occasion. The Christy hats are in complete display. The English hat has a well deserved reputation for holding its style through rough weather. Dineen's, 140 Yonge street.

NICKEL LOADED ON THE DEUTSCHLAND REACHED INTERNATIONAL NICKEL CO. THRU CANADIAN COPPER CO., SUDBURY

Says The Providence Journal

German Submarine Ready to Sail at an Hour's Notice Has 360 Tons of Nickel on Board, Which is Part of a Consignment Purchased From the International Nickel Company at Communipaw, N.Y., in November, 1914, While Two Hundred Tons More Are Stored Apparently For Export by Another Submarine.

TAKING ANOTHER RISE OUT OF YOUR UNCLE SAMMY



RUSSIANS THROW BACK FOE THIRTY MILES IN DOBRUDJA

ITALIANS ADJUST LINES UPON CARSO PLATEAU

Allies Resume Local Fighting to Prepare Ground For Another Big Advance.

Special Cable to The Toronto World. London, Nov. 11.—Fighting on the Carso Plateau in the direction of Trieste has resumed in a local way by the Italians, who have captured certain projection sections of the Austrian defences, so as to straighten their line. Thirty prisoners were taken in these operations. Owing to their heavy losses sustained in the offensive and in the repulse of their counter-attacks, the Austrian troops remain in the trenches to which they have been driven, and they show no signs of coming out to attempt to regain their lost ground. Reinforcements were moved up by the foe to take the places of those killed, maimed and captured, in spite of the interference of a heavy Italian bombardment. The weather has again become unfavorable, with mists hanging low, and artillery observation is impeded. Meanwhile the Italians are pushing forward up to the new line of defence occupied by the Austrians.

BRITISH RAIN BOMBS ON U-BOAT SHELTERS

London, Nov. 10.—The British admiralty this evening made public the following communication: "Early this morning a squadron of naval aeroplanes attacked the harbor and submarine shelters at Ostend and Zeebrugge. A great weight in bombs was dropped with satisfactory results."

Col. Clive, M.P., Wounded Second Time in Flanders

London, Nov. 11.—Lieut.-Col. Percy Archer Clive, M.P. for the south division of Herefordshire, has been wounded in Flanders during the early part of the war.

General Sakharoff Wins Signal Triumph Over Von Mackensen — Begins Assault on Cernavoda Bridgehead.

Special Cable to The Toronto World. London, Nov. 10.—In a rapid advance in which thirty miles was covered inside of twenty-four hours, Russian troops on the right wing of the allies in the Dobrudja have reached a point two miles west of Cernavoda and they have already begun to assault the famous bridgehead. They have just captured in sharp fighting, Dunareav, taking a number of prisoners. This point is two miles distant from Cernavoda, upon which the Russians are executing a turning movement. The Russians have also occupied in the drive Hirsova and Mustudj, and they have taken an important height southwest of Kasemidja. Owing to the Russian ability to make such rapid progress, it is believed here that the forces under Von Mackensen are being very severely handled. He has with him a contingent of Turks, and these are said to be unreliable in case of a rapid retreat. Has Big Cossack Force. General Sakharoff, it is believed here, has a large force of Cossacks under his command and he is therefore possessed of the power of great mobility. It is hoped in his rapid advance that he will overtake and capture some of the heavy guns employed by Von Mackensen in his advance, but other observers of the war express the conviction that Von Mackensen had sent his heavy batteries to aid the Teutons in Transylvania and the Bulgarians in Macedonia and that he is therefore handicapped should he attempt to make an early stand. It is figured out that the Russians caught the German field marshal napping. Germany still refuses to admit that he had retreated fifty miles inside of three days, but reports today that in the (Continued on Page 2, Column 5).

ANOTHER STEAMER SUNK WITH CARGO OF COTTON

German U-Boat Torpedoes Ship Liverpool Bound From Alexandria.

Boston, Nov. 10.—The British freight steamer Gulf of Suez, bound from Alexandria, Egypt, for Liverpool, with a cargo of cotton has been sunk in the Mediterranean by a German submarine, according to private advices received here today. The steamer had sent her heavy batteries to aid the Teutons in Transylvania and the Bulgarians in Macedonia and that he is therefore handicapped should he attempt to make an early stand. It is figured out that the Russians caught the German field marshal napping. Germany still refuses to admit that he had retreated fifty miles inside of three days, but reports today that in the (Continued on Page 2, Column 5).

Special to The Toronto World.

Providence, R.I., Nov. 10.—The Providence Journal will say tomorrow (Saturday) morning: "The German submarine Deutschland is now ready for sea or can be made ready at an hour's notice."

"Every possible precaution has been taken to prevent the knowledge of contents of her cargo from becoming public property. The Journal, however, has secured all the details concerning this cargo. It consists of nine carloads of nickel, averaging forty tons to a car, and ten carloads of crude rubber, averaging eighteen tons to a car, making a total shipment of five hundred and forty tons. In addition to this material, the Deutschland now has in her hold three carloads of a chemical known as chromium, and one carload of vanadium, both used in the process of hardening steel.

"There still remains in the warehouses of Eastern Forwarding Co., of New London, a consignment of over four hundred tons of crude rubber and two hundred tons of refined nickel, which is apparently stored for export by another submarine.

"All the nickel aboard the Deutschland is part of a large consignment which was purchased in November, 1914, from the International Nickel Co., at Communipaw, N.J. The Journal discovers that this consignment was taken by the purchasers, ostensibly German-Americans, but really men acting for Dr. Heinrich Albert, fiscal agent for the German Government in this country, and transported to the storehouses of the Nassau Smelting and Refining Co., at the foot of West 29th street, North River, N.Y.

"The nickel was then transferred at various times to the New York Dock Co. in Brooklyn, where it was stored in warehouse No. 104 and placed in casks weighing from nine hundred to fourteen hundred pounds.

"The metal was partially in ingots and largely in a form about the size of buckshot. Just before the arrival of the Deutschland last July, the parties supposed to be controlling this nickel became active and every effort was made to cover up the source of supply by a series of rapid shipments to various points. The last of the shipments took the consignment intended for the Deutschland at Baltimore, to Pittsburg, over the Baltimore & Ohio Railway. The cars containing this nickel remained in the yards at Pittsburg for four days and were then reshipped to Baltimore, being ultimately shipped to the docks of the Eastern Forwarding Co. in that city.

"The next movement of nickel, which remained after the first departure of the Deutschland, came in the beginning of last September, and soon afterwards a number of carload lots were received by the Eastern Forwarding Co., in New London. Two of the cars arrived in New London on Sept. 14, one on the 15th and four on the 18th. On Sept. 25th, two cars, containing both nickel and

rubber, reached New London, and these were followed on Sept. 29 by another car, containing both nickel and rubber. On Oct. 11 another car of nickel was received, and during the next eight days twenty-nine cars of rubber, three cars of chromium and one car of vanadium.

"All this freight was transferred immediately on arrival over a spur track to the warehouses of the Eastern Forwarding Co., on the state pier at New London. It was unloaded by employes of the company and immediately after being placed in its warehouses the nickel was taken from casks to shovels, in which form it has been placed aboard the Deutschland for its approaching voyage. A large quantity of nickel which reached the New London docks in ingots is still stored in the warehouses there. The metal which was purchased from the International Nickel Co. reached that corporation from Sudbury, Canada, thru the Canadian Copper Co.

"Every effort that has been made to ascertain the facts concerning the cargo of the Deutschland has failed. The Journal's request to the treasury department for this information was referred to the state department, which ruled that the publication of manifests is purely an international matter without international character, and that the treasury department was free to do as it saw fit, whereupon the treasury department ordered the suppression of the manifest. Treasury officials have stated to The Journal that the manifests of these submarines would never be made public. Representatives of The Journal have been aboard the steamship Willehad during the past week. They report feverish activity in the effort to load the Deutschland in the shortest possible time, and every indication that for some reason she is to leave port at the earliest moment.

"It has also been ascertained that since the arrival of the Willehad at New London, altho naval officers and government inspectors sealed that vessel's wireless apparatus, the captain of the Willehad has sent messages over his wireless to sea several times within the past few weeks. The part of the apparatus known as the machine was sent to New York several weeks ago by the captain of the Willehad, ostensibly for repairs, but really in order to throw United States naval officers off the track and to make it appear that her wireless could not be operated until the return of this machine. As a matter of fact, the wireless operators of the Willehad have rigged up temporary instruments which can send, tho they cannot receive. On both Wednesday and Thursday nights of the present week such messages have been sent from the Willehad thru this temporary apparatus to some unknown vessel or vessels off Fisher's Island and Long Island Sound."

Canadian Press Despatch.

New London, Conn., Nov. 10.—The Deutschland, the German merchant submarine which arrived here on Nov. 1, is loaded and is ready for her dash home-ward. The exact time of her departure was a matter of conjecture tonight, but it was generally believed she would sail within the next 48 hours. The value of the cargo is said to be in the neighborhood of \$1,500,000, consisting largely of crude rubber, nickel, zinc and silver bars. The value of the latter is declared to be \$250,000. The engines and other machinery of the submarine were tested today. A sixty days' supply of provisions was loaded tonight.