TRENCHES IN THE ARGONNE REGION TAKEN AND RE-TAKEN SEVERAL TIMES WITHIN TWO DAYS

Land Fighting in Other Parts of West Confined to Artillery Duals — Russia's New Offensive in Poland Will Tax Germany's Resources—German Troops to Hungary Instead of Servia—Germany in Control of Military Affairs in Dual Monarchy.

London, Jan. 24.—The naval battle in the North Sea, with the sinking of the German cruiser Bluecher, which has inspired the people with greater confidence in the ability of the British fleet to prevent a repetition of the German raids on the east coast towns, has aroused the greatest enthusiasm in England, and for the moment has diverted interest from the war on land, the political problems of Austria-Hungary and the possible action of Roumania.

So far as the west is concerned, the land fighting has again been confined largely to artillery engagements, which have been almost continuous from the sea to the Swiss frontier. All arms, however, are still engaged in the Argonne, where trenches have been lost and re-taken several times within two days, and in Alsace, where both sides are putting forth vast efforts.

Russians Pressing German Forces in Poland.

In Poland decisive results are just as lacking as in France, but there are expectations that Russia's new offensive to the north of the lower Vistula will bring about a change in the character of the operations. It is believed that it will certainly tax Germany's resources, just at the moment when she is called upon to send additional troops to assist in opposing Russia's threatened invasion of Hungary, and the menace arising from the possibility of Roumania taking a hand in the war.

It is unofficially reported from Vienna that the Austrians have checked the Russian advance in Southern Bukowina, which, if true, points to the arrival there of fresh Austro-German forces.

Germany, it is said, although she has not delivered a note to Roumania, has several times inquired from the country the meaning of her mobilization and preparation for war, which should soon bring the matter to a head. There are all sorts of reports, chiefly from Rome, of political changes in Austria-Hungary. It is said that Germany has taken entire charge of the military affairs of the monarchy, while the Hungarians, under the guidance of the Premier, Count Tisza, who is complete master of the situation, are in control of political affairs, under an arrangement made between the Germans and the Hungarians.

It is further reported that German troops will be sent to Hungary, instead of into Servia, as originally intended, and that Austrian troops will replace them in France.

In the fear of another air raid church services were not held in many of the towns of Norfolk this evening and the lights were dimmed.

BRITAIN AGAIN VINDICATES CLAIM TO SUPREMACY ON THE SEAS

(Continued from page 1)

Commodore Reginald Y. Tyrwhitt, who also took part in the battle off Heligoland, commanded the light cruisers and destroyers which accompanied Vice Admiral Beatty's battle cruisers.

Running Fight For Four Hours

The Germans were observed some time after dawn proceeding in the direction of the British coast. When they sighted the superior British fleet they turned and made at full speed for home waters, and it was only after a stern chase that the faster British ships got within range of them. For more than four hours the running battle lasted, the firing being plainly heard in North Holland, where it was judged the fight took place north of the islands of Ameland and Schiermonnik-Oog.

The Bluecher, which was slower than the other German cruisers, fell behind and succumbed to the heavier guns of the Lion, which was leading the British squadron. The other German ships got within the mine and submarine area, two of them in a badly damaged condition, and it was dangerous for the British battle cruisers to follow.

The fact that only eleven men were wounded aboard the Lion, which led the line, indicates that the British casualties were light. It is possible that more of the Bluecher's crew were picked up by the British destroyers.

The Derflinger is a 28,000 ton ship which was completed July 14 of last year. She is armed, with eight 12-inch and twelve 6-inch guns, and twelve 24-pounders, and has, in addition, five torpedo tubes. There is no record available of her speed.

The Seydlitz is somewhat smaller than the Derflinger, her displacement being 25,000 tons. She carries ten 11-inch and twelve 6-inch guns, and twelve 24-pounders, four 14-pounders anti-aerial guns and four torpedo tubes. She also is a new boat, having been completed in May, 1914. Her speed is about twenty-six knots, although in her time trials she made twenty-nine knots.

The Moltke is a 23,000 ton boat, and has a speed of about twenty-seven knots. She is a sister to the famous cruiser Goeben, which once belonged to Germany, but which now flies the Turkish flag. The Moltke has the same gun power as the Seydlitz, except that she is not equipped with anti-aerial rifles.

The Lion, which was in the van of the fighting, and the Princess Royal, are sister ships of 30,415 tons, and each carrier a complement of 1,000 officers and men. They are 680 feet long, and have a speed of about twenty-eight knots, although in their time trials the Lion bettered thirty-one knots, and the Princess Royal thirty-two.

The vessels are armed with eight 13.5-inch and sixteen 4-inch guns and three torpedo tubes. The Lion was built in 1910, and the Princess Royal the following year.

Second Triumph for Vice-Admiral Beatty.

The Tiger is a 27,000 ton ship, and was built in 1913. Her armament, however, is the same as that of the Lion and Princess Royal. Available naval records do not give her speed, but that of her sister ship, the Queen Mary, is recorded at 33 knots.

The New Zealand is a 26 knot ship of 18,750 tons. She was built in 1911 and is armed with eight 12-inch and sixteen 4-inch guns and three torpedo tubes.

A trifle lighter in tonnage, but carrying the same armament as the New Zealand, is the Indomitable, which was built in 1907, and has a sped of 28 knots.

Vice-Admiral Sir David Beatty, who was in command of the British forces in this fight, also commanded the same battle cruiser squadron in the engagement off Heligoland Bight, August 28 last, in which three German light cruisers and two German torpedo boat destroyers were sunk. The cruisers were the Mainz, Ariadne and Koeln.

USE AEROPLANES IN SEARCH FOR STEFANNSON

Aero-Club of New York Will Co-operate in Plan to Send Relief Expedition Equipped With Hydro-aeroplanes.

New York, Jan. 24.—The Aero Club of America has announced its intention of co-operating in the plan of Burt M. McConnell, Canadian meteorologist and survivor of the Arctic Expedition of Stefannson, to send a relief expedition, equipped with hydro-aeroplanes, in search of Stefannson and ten others of his party who have been missing for about a year.

It is stated that Rear Admiral Robert E. Peary, U. S A, retired, chairman of the committee on the aeronautic map of the world, approved of this use of the machines

THE LONDON TIMES COMMENT ON THE FIGHT

London, an 25—The London Times editorially says, "the moral of every sea fight in the present war has been "guns, guns, guns, coupled with speed"

The editorial declares the Bleucher was one of the German ships which bombarded Scarborough, and says it is interesting to remember that she was "Germany's reply to England's first dreadnaught."

The Times naval correspondent says, "Probably the squadron met in the early morning and apparently a running fight of a hundred miles or more occurred at thirty miles an hour. It does great credit to the marksmanship of the British gunners that at such a rate of speed they they should have inflicted such serious damage on the retreating enemy."

By this action, the Germans are deprived of the services of the fast wing to their battle-fleet, if ever they challenge for a decisive fight for sea command."

"The Times, in common with other morning newspapers congratulates the country on what it says is the proved vigilance of the navy. The Times adds that only the Admiralty and the commanders of the squadrons know by how very small a margin—a matter of a half hour and a fog—the German squadron escaped after the Scarborough raid.

FURS TO KEEP OUT JACK FROST ON THE FRENCH FIRING LINE

FUR COATS WHICH ARE TO BE WORN BY THE FRENCH SOLDIERS AT THE FRONT

The French government is making every effort to relieve distress among the troops during the cold weather at the front. Fur coats are being distributed in large numbers, the men in the trenches being the first to be supplied.

NO IMPERIAL CONFERENCE THIS YEAR

Understood at Ottawa that it Will be Postponed Until after War, or Until Next Year at Least.

Special to The Standard

Ottawa, Ont., Jan. 24—It is learned here on high authority that the Imperial conference which had been suggested by certain Australian statesmen, and in some quarters in Great Britain, will not be held this year. Communications have passed between the Canadian and Imperial governments on the subject and after a free exchange of views it is understood that it was decided that the conference should be postponed till after the war, or at least for the present year. This decision is believed to be largely due to the fact that the conditions after the war will be so changed that an Imperial conference could not at the present time make any definite decision as to the Imperial defence policy which the new circumstances will demand.

RELIEF SHIP BATTLES WITH HEAVY SEAS

Halifax, N. S., Jan. 25—Pitching and plunging in the fierce southwester that swept along the Nova Scotia coast on Saturday night, the disabled Belgian relief steamer Camino, which three powerful ships have been endeavoring for five days to tow to Halifax, had a wild time at sea and the journed to this port, tedious as it was before, has been greatly delayed so that the steamer is not expected to arrive in port until early Monday morning. When the storm was at its height on Saturday night the Camino, drifting helplessly with the wind, now in the trough of the sea, now rolling heavily on the crest, had several of her crew injured and on Sunday morning, when it was possible to launch a boat, the men were transferred to the United States revenue cutter Androscoggin, one of the rescue ships, and placed in the sick bay.

All night long the Camino lay at the mercy of the seas, the three other ships standing by ready to take off the crew, if such an act were necessary. Fortunately it was not and when day broke on Sunday the Camino, though battered by the storm, was still tossing about, as game as ever.

At two o'clock this afternoon the tow was recommenced, the boat then being 57 miles from Halifax, and, travelling at the rate of four miles an hour, the Camino should arrive in port tomorrow morning.

HAD A STORMY TRIP TO BOSTON

Boston, Jan. 24.—With several members of her crew injured, and with deck fittings smashed, the steamer Prince George arrived from Yarmouth, N. S., today, after encountering the heaviest seas of the winter. Captain McKinnon said that one of the great waves struck the steamer broadside, hurling officers and seamen about the deck. None of the seventy passengers was injured.

NEW CAMP FOR SECOND CONTINGENT?

Reported Men May Not be Stationed at Salisbury Plain When They Reach England.

London, Jan. 24.—(Gazette Cable)—A visit today to Levington, a Wiltshire village where the Canadian field artillery is billeted, shows that the sickness which has prevailed on the south side of Salisbury Plain, is equally rife on the north. Spinal meningitis has among its latest victims Jack Kennedy, of the Fifth Battalion, formerly the Twenty-First Westmount Battery. All antcipations are directed to an early move, which is expected and favored from a medical standpoint, as likely to stamp out meningitis. The experiences of the contingent at Salisbury Plain may mean the selection of another camp for the second contingent, and on this subject your correspondents gathers, urgent representations are being made from several quarters.

NO DOUBT OF OUTCOME OF THE STRUGGLE

London, Jan. 24—M. Millerand, the French secretary of war, returned to France this evening, after having spent several days in London in conference with Lord Kitchener, the British war secretary, and other British ministers. Before his departure M. Millerand sent to Lord Kitchener a letter in which, referring to "the resolution animating His Majesty's government and the British people," se said:

"I could not, before having seen it, imagine the results in which it already has demonstrated itself under your energetic and skilful impulse. The confidence of our two countries in the outcome of the struggle which we are carrying on in close agreement with our Allies can but be increased thereby."

SCARCITY OF STEAMERS ONE REASON DELAY IN MAILS FOR CANADIANS

Dominion Postoffice Department Has Investigated Complaints About Delay in Mails to Salisbury Plain.

Ottawa, Jan. 24.—The post office department has investigated complaints about the delays in the transmission of mails for the Canadians at Salisbury Plain and it states that nothing has been left undone to expedite the forwarding of these mails. The delays in several cases investigated were due to the absence of midweek mail steamers from either Halifax or New York because the British Admiralty has requisitioned so many steamers. Letters to the soldiers should indicate their battalion and brigade if possible.

Col. Victor Williams, General Commandant at Salisbury Plain, has reported the mail service most satisfactory considering the difficulties.

REBELS ARE ACTIVE AGAIN IN SO. AFRICA

1200 at Upington, Buhuanaland Repulsed by Union Forces, Leaving Twelve Dead and Twenty-three Wounded.

Pretoria, Jan. 24. via London, Jan. 25.—It is officially announced that 1,200 rebels with four guns under their leaders, Lieut. Col. Maritz and Kemp, attacked Upington, Bechuanaland today. The rebels were repulsed leaving behind twelve dead and twenty three wounded and ninety-six prisoners.

The Union of South Africa forces lost three men killed and twenty-one wounded.

WARNING FOR NEWSPAPERMEN

Mis-statements Sent to Canadian Papers Elicit Caution from Colonel Herard, Chief of Staff at Salisbury Plain.

London, Jan. 24 (Gazette cable)—An inevitable result of the system adopted at Salisbury Plain regarding newspaper reports was seen when Colonel Heard, chief of the staff, summoned the scribes to discuss important matters. Representatives of the Globe, the Mail and Empire and the Star, from Canada, attended and Col. Heard complained of mis-statements communicated to the three newspapers mentioned. Specific exception was taken to stories of alleged differences between General Alderson and the Minister of Militia and of the former's likely retirement; the reported accident to Colonel Victor Williams in the trenches; the report that Canadian engineers were leaving for France to build huts for Sir John Jackson.

As the newspaper men involved had received honorary commissions, they had rendered themselves liable to court martial, but warning was sufficient this time, Col. Heard hoped.

It is only fair to point out that representatives of Canadian papers cannot get any news from official quarters now, either at Salisbury Plain or London. Even the news of deaths from disease or accident filters through Ottawa, except when it is obtained privately.

COL. WILLIAMS ILL AT SALISBURY PLAIN WITH MENINGITIS

Special to The Standard.

Ottawa, Ont., Jan. 24.—It is reported from Salisbury Plain that Col. Victor Williams, who was to have gone to Egypt in command of the Canadian mounted troops, is ill with an attack of meningitis.

Col. Williams is adjutant general of the Canadian militia and was in command of the Valcartier camp. He commanded the Canadian troops until General Alderson took charge and he is at present on the staff of that officer.

He is a highly accomplished officer and there is the keenest regret that in all probability his illness will prevent him going to Egypt at the head of the Canadian mounted brigade.

It is again affirmed that the meningitis amongst the troops was taken to England from the Valcartier camp.

NO REDUCTION OF RATES

London, Jan. 24.—Although certain papers are urging government action for the reduction of freight rates, it seems improbable in view of the variety of causes which have led to the present rates, that the government will be able to propose a remedy. Shipowners plead losses arising from congestion caused by naval necessities, while a shortage of labor has encouraged the men to make exorbitant demands. One step the government may take is to release certain chartered vessels, substituting internal enemy ships for the storage of commodities at present in the dock sheds.

DIED.

SKINNER.—In this city on January 24th, Eliza J., widow of Charles N. Skinner.
Funeral Tuesday afternoon at 3 o'clock from her late home Crown street.

STEELE—On the 23rd inst., at his residence 351 Union street, after a short illness, James Steele, aged 50 years, leaving a loving wife, six sons, three daughters, one brother and one sister to mourn.
Funeral on Tuesday, 26th inst., from his late residence. Service at 2.15 p. m., funeral at 3 p. m.

COSMAN.—In this city, on Sunday, Jan. 24, after a lingering illness, Hannah, widow of George W. Cosman, in her 65th year, leaving five sons, one daughter, three brothers and two sisters to mourn.
Funeral on Tuesday afternoon at 2.30 o'clock from her late residence, 319 City Road.

Build British Muscle with BOVRIL

The All-British Beef Preparation

Bovril is "British to the backbone." Unlike some beef preparations, not a single bottle of Bovril is made from cattle on enemy farms.

Beware of any beef preparation which is unable to give you a similar guarantee.

Canada is the country of origin of Bovril. While some of the extracts are imported from other British colonies, the blending and bottling is done in Canada by Canadian work-people.

Every time you buy Bovril you help our men at home and our men at the front.

But Bovril is not merely British—it is the only food which has been proved by independent scientific investigation to possess body-building powers from 10 to 20 times the amount taken.

From every point of view

It—must—be—BOVRIL

Of all Stores, etc., at 2-oz. 25 c.; 2-oz. 40 c.; 4-oz. 70 c.; 8-oz. $1.30; 16-oz. $2.25. Bovril Cordial, large, $1.25; 5-oz. 40 c. 16-oz. Johnston's Fluid Beef (Vimbos), $1.20.
S.H.B.

OPERA HOUSE
TONIGHT TUE.-WED. NIGHTS WED. MATINEE
To start the second week of success
YOUNG-ADAMS COMPANY
Present the season's big sensation
"A Butterfly on the Wheel"
Entire change of Vaudeville.
POPULAR PRICES
Seats Now on Sale for All Performances. 'Phone 1363.

This Week's Singing Comedienne Will Make a Big Hit!
IMPERIAL - PRETTY MARION WEEKS
Melancholy's Worst Enemy.
OUR GERMAN PRISONERS — How They Are Guarded in England —Other War Views.
SLANG FABLES IN FILM — Geo. Ade's "The Man Who Was the People's Choice.
TWO-REEL LUBIN FEATURE "The Stolen Yacht" An Adventure with Ammunition Smugglers.
GERTRUDE ASHE In Popular Ballads.
THE ORCHESTRA Overtures and Selections.
"Captured on the Flying Freight"
"HAZARDS OF HELEN"
Astounding Jump by Helen Holmes.
HEARST-SELIG WEEKLY FIVE-REEL PROGRAM
WED. Charles Dickens' Most Interesting Novel "DAVID COPPERFIELD"-6 Reels