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BRITISH HEADQUARTERS IN FRANCE GIVES IMPRESSIONS OF THE GREAT BATTLES NOW IN PROGRESS

The Battle Around Loos Described and the Work of Our "Tommies" Portrayed By An Eye Witness

BATTLE FOUGHT IN FOG AND SMOKE

Aeroplanes Do Splendid Work in Spite of Adverse Weather Conditions

BRITISH HEADQUARTERS, Sept. 30.—The great battle which began before dawn on Saturday last still continues. Along the whole front, the British advance is intensely concentrated along a line between La Bassée and Lens with the French on our right, working upward from the captured town of Souchez.

Today the weather was bad: so artillery observation was difficult from aeroplanes and stationary balloons. From the rising ground to the left of the great ridge of Notre Dame Lorette, behind the last spur of which the ruins of Souchez are hidden, it was impossible to see the great panorama of the battleground where our troops were fighting, stretching away beyond Vermelles to the line from Loos, west of Hulluch and Haines. Nevertheless, it was enormously impressive and awe-inspiring to sit on the edge of what may count as one of the greatest battles of history peering through the gloom of weather and war, through the drift of mist and smoke, at places where many thousands of British troops are fighting desperately today so that the promise of victory may be fulfilled.

One started across the ruins of Vermelles to the great stretch of mining country where the black snouts of furnace chimneys thrust up between conical slagheaps. Between two of these black mounds was Hill 70, around which a deadly struggle was in progress between large bodies of our men who had fought their way through Loos and had now been confronted by the enemy's reserves, which they flung up hurriedly after our surprise attacks of Saturday. It was easy to see and hear that the enemy were endeavoring to check us at this point. One could see it by the constant glint of shells bursting there followed by white clouds which hung in the air like enormous mushrooms until they were torn into ribbons by the wet wind; and one could hear it by the thunderclaps which slammed over the slagheaps there. By similar signs one could read the progress of the battle at other points.

Germany's Futile Efforts.
Across the lower spur to Notre Dame de Lorette there was a continual storm of high explosives and shrapnel, showing that the Germans were endeavoring to thrust back the victorious advance of the French but also by the track and the noise of the shells it was clear that our Allies were pushing forward to the south of Lens.

To the left of the prominent landmark, known to ourselves as the Tower Bridge, the glint of shrapnel was incessant, above fosse No. 8 to the west of Haines and south of the brickfields at Culnechy. Hour after hour the cannonading continued, and to sit like an ant at the edge of a field of fire was an experience no man could forget.

But the human side of it was invisible. Not one of those generals or staff officers who were gathered at different parts of the line upon rising ground could see through the veil to where the masses of brave men were fighting and fall and struggling forward, and the dreadful business out there. Battalions and brigades went into the smoke and fog, and progress was only known when little voices whispered to men lying out in fields at the end of the telephone wires, to which they listened with strained ears. From all parts of the field of battle whispers came and were passed on to headquarters, where other men were listening; that this brigade was doing well, and the Germans were counter-attacking at this or that point. From behind the mist came the news of life and death, revealing things no onlooker could see, things which cannot yet be told.

Today our men were fighting a continual action with varying success at different points, with losses and gains which cannot be summarized or sorted out until the commander-in-chief has then all in his hands and has given us the net result in those short sentences of his which we read as the messages of our fate.

Hail Followed Heavy Rain.

In the afternoon, at one of those hours of crisis the sky darkened and the rain clouds broke and a sharp hailstorm swept across that mining country with its tangle of pit heaps and slag heaps and railways. It is no longer raining, but the night is very dark and cold and our imagination is filled with pity for those poor wounded men—Germans as well as British—who lie in the water pools and the shroud wind after the battle.

Not yet has a decision been reached and all one can say is that this night is full of hope for the British arms.

Behind the main lines there are haunting pictures and then one sees clearly enough the human side of war which is concealed behind the smoke of battle—the movements of troops bivouacs in the fields and ambulances bringing down the wounded as convoys of ammunition go up to meet the guns.

Overhead, all day long, our aeroplanes were flying in reconnaissance, peering down through the clouds at the shells bursting over the great battlefield. Their record during this past three days of battle has been remarkable. Every day they have carried out artillery observations in spite of adverse weather conditions remaining two hours at a time over the enemy's lines at a maximum height of 7,000 feet owing to the clouds, and heavily shelled by the enemy's guns. Success attacks were made against the railway lines south of Lille on September 23. A German goods train was wrecked on the railway line, and damaged in several places. On the 26th three coaches and a troops train were hit, a goods train damaged, and the railroad track blown up in four places.

On September 27 the railway track was damaged in three places. On September 28th several coaches of a troops train were wrecked, and the engine and two carriages of another train derailed. The sheds of an important junction were set on fire and the railway damaged in six places.

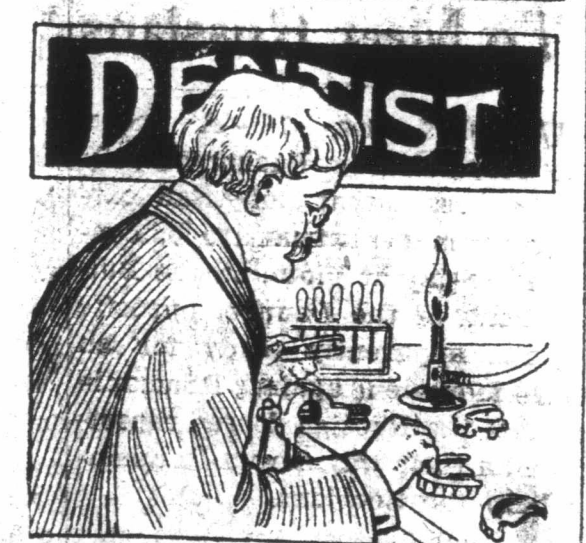
There were 27 aerial flights last week, and it is definitely known that one German aeroplane was wrecked. In only one case did a British machine get the worst of it.

This plane record is a splendid tribute to the work of our aerial service, upon whose vigilance, accuracy of report and continual daring of staff relies for much useful information, enabling it to perfect the preparations for the great struggle which is now in progress.

But that being said, one's thoughts go back to the infantry of the line to all those regimental officers and men who to-day have been fighting in the greatest ordeal which can test the strength and steel of men's hearts—the advance through the hell fire of massed guns.

Now that a New Jersey cyclone has carried a baby half a mile, New York will go into the skyscraper industry in order to equal the record.

There are occasions on which if one's neighbors would build a spite fence it would be taken as a compliment.



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Russian Court Had Strong Pro-German Faction

Climax Has Been Reached and Clique Exposed But Not Before They Had Obtained Valuable Information

Asterdam, Oct. 2.—A prominent Russian who is on his way to France in connection with war contracts asserted to-day that serious difficulties have arisen at the Imperial court in Petrograd.

Since the outbreak of the war, the informant declares, the Russian court has been divided into two camps. The stronger of the two appears to be the pro-German faction. So influential is this faction that it has succeeded in asserting its will in many vital questions, although it has been unable to interfere with the decisions of the military staff.

The name and influence of some of its members enabled the pro-German faction to obtain first hand information of extremely important value to the Germans. The situation reached its climax after several court members of high standing resolved to expose the clique.

The Early Rising Habit is One Effect of the War

LONDON, October 10.—The war's tremendous effect on London is illustrated in no better way than in its effect on the city night life. Government officials who must work under terrific pressure are now called the "six o'clockers" because they are now arising at that hour. Incidentally a traditional custom has been utterly abandoned, for nine o'clock is no longer the time for rolls and marmalade.

This six o'clock habit is fast becoming general throughout the city and country. The Zeppelins have had a lot to do with the altering of conditions as home is the best place to be in at night. It is now getting to be a general public custom to retire at ten or soon after and to arise at six. Among the prominent six o'clockers are Sir Hiram Maxim, Sir A. Conan Doyle, Sir Herbert Tree and Sir Alexander Henderson, chairman of the Great Central Railway.

Increased Output Of Ontario Gold

Toronto, Sept. 17.—The output of gold in Ontario for the six months ending June 30, 1915, amounted to \$3,579,072 against \$2,014,009 for the corresponding period in 1914. Of the total yield for the half year under review, \$3,267,620 came from Porcupine. The production of this group is steadily increasing and the existing scale of operations, if maintained for the full year, will give an increase of about 50 per cent. over the yield in 1914.

Promising developments, says the report of the bureau of mines are in progress in other fields.

The decrease in the output of silver continues, the falling off as compared with the first six months of 1914 being \$1,864,655. The output of nickel has never been so great as it is at the present time. Compared with the corresponding period of 1914 the value of the nickel output went up by over 18 per cent., while that of copper increased by over 2 per cent.

Some one has found out that widowers remarry more often than widows; with the latter this is regarded as a misfortune and not a fault.

Since a Rhode Island citizen has succumbed to custard pie, it is feared that suicide pacts will take on a fresh and insuppressible impetus.

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