

FRENCH REPEL FIVE INFANTRY ATTACKS IN TWO HOURS

German naval authorities believe in a short range for their torpedoes and a very high explosive. The range of their torpedoes is about 600 yards and the Audacious was not more than a quarter of a mile or 440 yards from the hidden destruction. These torpedoes go through the water at about forty nautical miles an hour. If they hit they have done their work. If they fail they travel on until they lose momentum and then sink to the bottom out of danger to non-combatants.

It would take a torpedo about 22 seconds to travel a quarter of a mile. Just how many were fired from the submarine is not known, but one caught the Audacious astern and exploding probably damaged that vessel's propellers. It also disabled the after turbine, according to reports from vessels in the vicinity.

Tried to Dodge Attack.

It is very probable that those on the Audacious saw the torpedo before it struck. These destructive weapons make curious feathering waves as they rush through the water, and before she was struck it was said the Audacious began to steer a zigzag course, which is the proper way to try to avoid a torpedo attack. Had she struck a mine she would have continued straight on toward the harbor, and a mine would have hit her forward of her greatest beam, not aft, as the torpedo did. The submarine dived under water at once. Her commander knew that if she remained near the surface she would be in great danger. At once there was activity in the fleet. The big vessels acting on orders from the British commander scattered, each looking out for herself. The destroyers and scout cruisers darted hither and thither, trying to find the enemy. A wireless was sent to the Olympic warning Capt. Haddock of the presence of the enemy's submarines and asking for help.

The Audacious for a time headed in toward the harbor of Lough Swilly, but before she had gone far she was dead in the water and settling very much at the stern. The Olympic came up and tried to tow the disabled battleship, but the steel hawser parted.

All this time the German submarine was resting quietly well below the surface. When her commander thought the danger was over he carefully came to the surface again and took another sight to see what had happened.

The Audacious Struck Again.

The Audacious was helpless and not far away. The Olympic was near by, making another mark, but she was a vessel of commerce, not a combatant. She had passengers on board too, many of whom were Americans, and Germany is very careful just now not to cause any ill will in this country.

The Audacious was a fair mark and the commander of the submarine decided to take another shot at the superdreadnought. It may have been the last torpedo left on the submarine, but it went straight to the mark, cutting the battleship amidships. The force of the explosion caused the ammunition in the magazine to blow up, and the proud vessel, one of Britain's best, was a wreck, slowly settling in the deep.

This time the submarine cleared out altogether and tried to make her way home. Whether she reached her parent ship, which is supposed to have been the Berlin, formerly one of the transatlantic passenger steamers, has not been reported. The Berlin, however, has reached Trondhjem, a town on the coast of Norway, and it is said, has interned there.

The report from Berlin is very emphatic in saying that the Audacious was not blown up by the crew of the cruiser Liverpool, which was one of the vessels that assisted in rescuing the crew.

By naval men it is thought that the British Admiralty had two reasons for not announcing the news of the loss of the Audacious. One was that the British are very proud of their navy. They know what every vessel has cost and have implicit confidence in the ability of the dreadnoughts and superdreadnoughts.

The British have spent their money freely to defray the cost of these vessels, and to learn that a vessel costing a little more than half a million dollars had put out of commission a battleship costing \$16,000,000 would cause extreme anxiety. The other reason was that the Admiralty did not want to acknowledge that Lough Swilly was the base of the battleship fleet.

It is not known what became of the squadron of German submarines. It is feared that they may have been lost. It is thought that it is because the boats have not yet returned that the German Government has made no official report of the sinking of the Audacious and is waiting until it hears officially from its own vessel.

Pin Faith to Submarines.

A naval officer was asked why it is that the British, with their big navy, cannot do what the Germans have done. He replied that the German battleships and big cruisers are all in the Kiel Canal, and the entrance to the canal and the entrances to the harbors of Cuxhaven and Wilhelmshaven are so thickly mined that it is impossible for any vessel to enter. This officer told a story to illustrate this. He said:

"We have in the Navy Department a board similar to the staff in the army. It is called in navy circles the 'Brain Trust,' and it has to discuss profound naval topics. Sometimes when one of these get too deep the board submits the topic to the heads of departments and Captains. Some time ago when the submarine was attracting much attention and was being opposed in the navy, it was discussed by this board and afterward a question like this was submitted to Captains and others: 'If the submarine can do all that its friends claim, what are we to do with the battleships?' To this one Captain replied:

"Take them 1,500 miles up the Mississippi and then build a dam below them."

"That is practically what the Germans have done."

RUMORS THREE WEEKS AGO SPOKE OF TORPEDO'S WORK

On October 30, three days after the disaster to the Audacious, THE SUN printed a rumor from Paris that a British dreadnought had been sunk by a torpedo off the Irish coast. Little credence was given to this rumor because few thought that the British war vessels were off the west coast of Ireland, and they did not understand that a submarine of modern type could make a voyage of 750 miles from its own base. Other rumors followed, but it was not until November 15 that more details of the disaster were received, and those came by mail. These reports came from those who were on board the White Star Line steamship Olympic and told that early in the morning of October 27 Capt. Haddock received a wireless telling him to go to Lough Swilly and that there were mines off the Irish coast. That message was received from the Audacious and it asked Capt. Haddock to help in the rescue of the crew of the battleship. The Olympic was then about ten miles from the Audacious and that vessel was said to be about twenty-five miles off the Irish coast.

The Olympic reached the Audacious, which was then helpless. She had tried to reach the harbor, but her engines were disabled. The Olympic with a steel hawser tried to tow her into the harbor, but the hawser parted. The Olympic stood by and later the cruiser Liverpool, which had evidently been sent by Admiral Jellicoe, returned to assist. The Liverpool steered a zigzag course, showing that her Captain knew that submarines were in the vicinity, and he did the proper thing to dodge. The action of the Liverpool satisfied naval men in this country that it was a submarine that had sunk the Audacious and not a mine, as was stated.

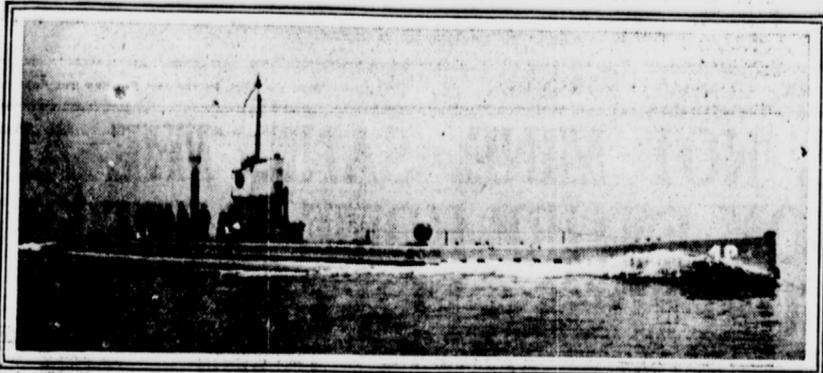
The crew of the battleship was then transferred to the Olympic, and the work was splendidly carried out in spite of the gale blowing and the high sea running.

After vain efforts to tow the battleship the Olympic headed for Lough Swilly. The Olympic was kept in Lough Swilly for four days. Only one passenger was allowed to leave that vessel, and the other passengers and crew were pledged to secrecy.

On Page 2, Section 6, of this morning's issue will be found an article on the submarine and its possibilities, prepared and printed before the foregoing story from Washington.

U. S. AT FRONT IN MAKING SUBMARINES MORE EFFECTIVE

WASHINGTON, Nov. 21.—The submarine is on the eve of a great expansion of its functions as an effective weapon in naval operations. As a result of recent advances in submarine design, what has been believed in design, however, has not yet been fully realized in construction, as no vessels embodying the most recent developments are yet in the water.



Type of the German submarines U 17 to 24, one of which is believed to be the craft that sank the Audacious.

greater seagoing capacity and radius of action. The present submarine has a very limited radius of action, usually less than five hundred miles. Submarines at present are very dependent upon their tender, or mother ship, and cannot maintain themselves a long way from her or out of a port. The present limitations are due to the small size of the present submarine and are to be overcome chiefly by increase in size.

Gasoline is used as fuel for the submarines when running on the surface. These engines are to be replaced in the newer submarines with Diesel oil engines, which use heavy crude oil and possess a greater efficiency and are also more economical to operate.

Their submerged runs are made by means of electric engines operated from batteries. Naturally the radius of a submarine, submerged, is very small, as the best battery available now has to be frequently recharged. Improvements in batteries, however, and increases in the size of the submarines are extending the range of the submerged submarine.

Thus the dependence of the submarines on their tenders is explained. In port all officers and crews of submarines sleep and eat on the tender. The tender also carries all stores for the crew, including fuel, equipment of all kinds, spare parts for machinery, equipment for repairs, and torpedoes and engines for recharging the batteries.

Under favorable conditions submarines can replenish fuel supplies from the mother ship while at sea. They have to recharge their own batteries at sea, however. This is done by coming to the surface and using their gasoline or oil engines to recharge the electric batteries.

In the United States navy and also in most other navies submarines customarily operate in flotillas in company with a mother ship. While sometimes there are very long runs, these are always made by hugging the coast and darting into port every day or two as a rule. The greater part of the distance in these runs is covered on the surface. These runs are also made an occasion of drills in diving and operating beneath the surface.

DIVER SAVES SUBMARINE.

Gets Wreckage Free of Chain Holding Powerful Mine.

LONDON, Nov. 19.—The Admiralty in one of its recent reports tells of an clever work done in the North Sea by the commander of a British submarine by which he saved his vessel and the lives of his crew. He has been promoted.

The propeller of the submarine was caught by the chain holding a mine. The boat was in a most delicate position, floating near the bottom of the sea, under a powerful mine which had only to be knocked to explode. The submarine steadily sank to the bottom and a diver was sent out who carefully worked with the chain and the propeller and was able to cut the mine loose and release the vessel.

MINES ADRIFT IN ADRIATIC.

Despite Storm Italy Blames Austria for Danger to Shipping.

ROME, via Havre, Nov. 21.—A violent storm has been blowing on the Adriatic for the past three days and many Austrian mines are again adrift. The Austrian naval attaché called at the Admiralty to-day and explained that his Government blames the British for the boats despite the rough sea on purpose to destroy the derelict mines.

This explanation is not regarded as satisfactory by the Italian Admiralty. Austria is blamed for not having anchored the mines and is therefore held to be responsible for the threatened disasters to shipping, besides the damage caused to the fishing trade.

GERMAN AIRSHEDS ATTACKED.

French Aeroplanes Drop Bombs; One Is Brought Down by Shrapnel.

FRANKFURT, Nov. 21.—Despatches from Friedrichshafen state that two aeroplanes, apparently French machines, attacked the Zeppelin sheds there. Five bombs were dropped, but no damage was done. One of the aeroplanes, which was at an altitude of 400 yards and was hit by shrapnel and machine gun fire. The airman was seriously hurt and was taken to a hospital. The other machine circled the sheds at a considerable altitude and escaped. Unconfirmed reports say that it afterward fell into Lake Constance.

Another account adds that two houses were damaged, a man killed and a woman injured by the bombs. Zeppelins in course of construction in the sheds were not damaged.

TENNYSON'S GRANDSON HIT.

Hon. Lionel Is Wounded in Western Theatre of War.

LONDON, Nov. 21.—Lionel, the eldest son of Lord Tennyson, has been wounded in the western theatre of war.

The Hon. Lionel Hallam Tennyson is a grandson of the poet, Tennyson. He was born on November 7, 1859.

300,000 AMERICANS TO FIGHT?

Rome Gets Story From Brother of Noted Historian.

ROME, Nov. 21.—Falcone Ferrero, brother of Guglielmo Ferrero, the noted Italian historian, writes from New York to the Corriere della Sera of Milan that 300,000 citizens of the United States have gone to Canada to offer their services to the Canadian Government for the Allied armies.

Dutch Hotels Damaged by Mines.

AMSTERDAM, Nov. 21.—Four mines washed ashore at Domburg, near Middelburg, today and exploded. Much damage was done to the hotels and other buildings, but no person was injured.

Germans Repulsed 5 Times In 2 Hours South of Verdun

French Tell of Desperate Infantry Attacks Against Lines Guarding Fortress—Only Thirty Yards Now Separate Trenches of Rival Armies.

Special Cable Despatch to The Sun.

PARIS, Nov. 21.—The comparative inactivity in Flanders, where the extreme cold has found an efficient ally in the floods from the opened dikes, is balanced to a degree by renewed intensity in the fighting about Verdun.

Five German infantry attacks made on the French lines at Les Eparges, twelve and a half miles southeast of Verdun, within a space of two hours yesterday were repulsed by the French artillery. The French advanced their trenches in this region until they are separated from the German positions by less than thirty yards.

Only one point in Belgium is mentioned as the scene of infantry activity, although artillery fighting was in progress at several points. At Hollebeke the German infantry made two attacks which, according to the French official statement, were repulsed.

The statement says the French gained the advantage in an artillery engagement at Neupont, where the Germans, by the time being dependent on their big guns, are continuing their attempts to break through the Allied line along the coast.

Similar successes in artillery engagements in the region of the Aisne and in Champagne are announced. Here the French superiority in this respect is so marked that it has prevented the Germans from continuing the construction of some of the trenches they had begun.

The only mention of the fighting in the Argonne in the French official statements to-day is the single statement that the French have blown up "certain of the enemy's trenches," presumably indicating a similar operation to that in the Aisne region and Champagne.

On the line between Dixmude and a point south of Ypres, Friday was marked by intermittent cannonading, while from the Belgian frontier to the Oise the hostile forces were inactive.

FRENCH COMMUNIQUES.

Five German Infantry Attacks Near Verdun Repulsed.

Special Cable Despatch to The Sun.

PARIS, Nov. 21.—The official communique issued at 10:40 to-night says:

The day has been one of the calmest yet experienced. There is nothing interesting to report except in the Woëvre district at Les Eparges (six kilometers, 3 1/2 miles, southwest of Verdun) and about twenty kilometers, 12 1/2 miles, southwest of Verdun, where five German attacks made en masse in the space of two hours were stopped short by the fire of our artillery.

The day of November 20, generally speaking, was similar to the two preceding days.

In Belgium our artillery at Neupont secured the advantage over that of the enemy. From Dixmude to the south of Ypres there was intermittent cannonading on our part and at Hollebeke.

At Hollebeke two attacks of German infantry were immediately repulsed.

In the region of the Aisne and in Champagne the advantage gained by our batteries over the artillery of the enemy has become more marked and has prevented the Germans from continuing the construction of certain trenches begun by them.

In the Argonne we have blown up trenches of the enemy.

In the Vosges we have made progress. At certain points we have established our trenches at less than thirty yards from the German position.

TRENCHES FINELY BUILT.

Allies' Concrete-lined Ditches Surprise Germans.

BERLIN, via The Hague and London, Nov. 21.—The Zeitsung am Mittag prints an account by a correspondent of the bombardment of Dixmude, which he witnessed.

The correspondent says that the sky was thickly covered with smoke rings from shrapnel. The Allies were beginning to waver under the repeated assaults of the Germans and their fire was no longer well directed. The Germans had made thorough preparations for the assaults and their losses usually were relatively small.

The correspondent says that the Allies' trenches captured by the Germans were magnificently built of reinforced concrete, with breastworks of sand bags. They were equipped with stands for machine guns and with a novel "revolver cannon" for throwing grenades. The whole country is covered with these trenches, he says, the enemy retiring from one to another. So close is the range at which much of the fighting is carried on that hand grenades are used with great effectiveness.

That the allied troops are informed of the progress of events was shown by the finding by the Germans of the latest

French and English newspapers in the trenches.

SLEPT UNDER FIRE.

French Troops Too Tired to Bother About Noise.

NEAR THE FRENCH FRONT (via Charleston-Thirty). Nov. 21.—Two wounded lieutenants and a second lieutenant from the region of Berry on the front have just arrived at this way-side inn behind the lines. The former told his regiment had advanced three kilometers (1.8 miles), after one whole day's effort.

"We ran forward 100 yards at a time," he said, "and then lay down, using slight obstacles for shelter. Innumerable shells fell about us, but by evening we had carried the assigned position. During our march my company was two hours behind a protecting ledge."

"The men were so tired that most of them slept these two hours despite the thunder of the projectiles. More than 1,200 shells struck near us yet beside me lay a soldier peacefully snoring. I do not know whether it was the same all along the line of fire, but the place where I was when I was wounded did no in any respect resemble a summer resort."

"The French and German trenches were only fifteen yards apart, so barbed wires were strung by the Germans, and these also protected us. We dug galleries under the hostile trenches in several places and from time to time blew them up with mines."

"The intrenchments of both sides are so formidable that they can probably never be carried by frontal attacks, for the losses would be terrible. We shall not be able to make the enemy retreat except by pressure on the flanks, unless—"

"I tried my best to get an explanation of that mysterious 'unless,' but without success."

The officer had already twice returned from the hospital whither he was now again bound.

EXPECT 1870 WINTER.

Extreme Cold Stops Fighting Along the Yser.

LONDON, Nov. 21.—The fighting along the Yser has stopped entirely, according to the continued reports from Belgium, because of the continued severe cold. The extremely low temperature has given rise to fears that the unusually hard winter of 1870-71 may be repeated.

A despatch from Brussels says fifty empty trains, each composed of forty cars, are moving every day toward West Flanders. The assumption is that these trains will be used to transfer German troops from the western to the eastern theatre of war.

The Daily Mail's correspondent at Dunkirk says the Belgian Guard has suffered so severely in its attacks on the British lines that it has been withdrawn from the fighting line and sent to the rear to retrain. The correspondent adds that in addition to a strong line of defence from Brussels to the Meuse the Germans are preparing another strong defensive position from Reeloo, through Aelter, Thel and Roulers to Mouson, on the French frontier.

The Neue Rotterdamische Courant's Berlin correspondent says all attempts by the Allies to restore communication between the coast and Ypres have been frustrated by the German artillery. The correspondent adds that heavy fighting for the possession of the woods near Hixboove continues, but that the bombardment of Rheims is still going on.

TELLS OF AIR BATTLE.

Correspondent Witnessed Aeroplane Fight Over Amiens.

CHICAGO, Nov. 21.—The Amies correspondent of the Daily News tells of a battle between three Taube monoplane and a French biplane over the city of Amiens.

"The crowds in the streets became restless and most of the women disappeared," the correspondent says. "The entire city was hushed. Clear, loud explosions of bombs began to succeed one another as we watched, fascinated."

"Then the French machine appeared, climbing upward toward the Taube, and the sound of rifle fire came to those watching below. One of the German machines, which made a detour to drop bombs on the gas works, returned. The French biplane was caught between two fires, but charged the new enemy and the firing continued. Then one of the Germans got above the French machine and the latter dropped but caught itself a thousand yards above the earth and began to climb again. Then a second French machine, a monoplane, was seen coming to the rescue and the three German aeroplanes turned and disappeared."

"The bombs dropped by the Taubes killed two men in the gas works and wounded two others. Fourteen horses in a stable were killed."

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PROGRESS AT LODZ REPORTED BY BERLIN

Russians at Mlawa Referred To in Statement as "Defeated Enemy."

NO CHANGE IN THE WEST

SAYS GERMAN VICTORY MUST END BALKAN HOPE

Rumanian Minister of Interior Declares His Country Must Share in War.

BERLIN, via wireless to London, Nov. 21.—An official communication given out by the German army headquarters today says:

On the whole there is no change in the western war theatre. The operations showing great activity with the artillery along practically the entire front.

In the eastern war theatre the operations are still further developing. Nothing can yet be reported regarding the situation in East Prussia.

The pursuit of the defeated enemy who was driven back through Mlawa and Plock continues. Our offensive at Lodz has made progress.

In the region to the east of Czestochowa our troops are fighting by the side of our allies and have gained ground.

The following also was made public:

"Netherlands newspapers are showing their appreciation of the efforts of the British and German armies to restore normal conditions in Belgium."

"Reports received here from Copenhagen set forth that the French Government has informed the Greek Government that France will be able to pay out 20,000,000 francs (\$4,000,000) on the second instalment of the Greek loan of 250,000,000 francs (\$50,000,000) issued in Paris last year."

GERMANS ENCOURAGED.

Military Critics Think Morale of Russian Army Broken.

BERLIN, Nov. 20, via The Hague and London, Nov. 21.—The military critics of the Berlin newspapers consider the steady progress reported from the eastern theatre as most encouraging.

Major Mosch, writing in the Berliner Tageblatt, predicts that Gen. von Hindenburg is considered of the greatest importance, and expresses the opinion that the heavy Russian losses undoubtedly have shaken the morale of the Russian army. He considers the present Russian position unenviable.

The Russian forces which were threatening the East Prussian frontier at Soldan are contributing to retreat, apparently with the plan of crossing the Metula and Bug at Nowe Georgiewsk. Snowfall is fairly general in the east and is expected to continue for several days, making it probable that the battle in Poland will be fought on snow covered fields.

From the western theatre the reports indicate that the weather is colder, a factor which is considered of the greatest importance, particularly in the inundated districts of Flanders. Reports from Metz and Brussels give the temperature for those cities below the freezing point. The snowfall in the northwest has stopped.

MORE MONEY FOR WAR.

Belasting at Coming Session to Vote \$1,250,000,000 Issue.

BERLIN, Nov. 20, via The Hague and London, Nov. 21.—It is expected that the only measure which will be taken up at the coming session of the Reichstag, which will open on December 2, will be the voting of a new issue of 5,000,000,000 marks (\$1,250,000,000) and the ratification of the various emergency laws adopted by the Bundesrath. If possible, the adoption of these measures will be accomplished without debate, and the session is expected to be short.

The expectation is that neither the budget nor the proposals for new taxation will be submitted at this session. The budget will be taken up at the February session.

KAISER GIVES PRAISE.

BERLIN, via The Hague and London, Nov. 21.—The Kaiser has sent the following telegram to the Society of German Architects, now meeting at Charlottenburg:

"Your faithful labor in peace has contributed to our successes hitherto in war. I rejoice in the confidence and intelligence that has directed the activity of German industry, which in these serious times has shown itself strong in support of the fatherland."

"May the Lord God continue to vouchsafe the success of our arms and the fatherland."

WHY TSING-TAO SURRENDERED.

Germans Were Anxious to Save Traders, Says Tokio Despatch.

TOKYO, Nov. 21.—It is said here that the true reason for the early surrender of Tsing-tao was the desire of the Germans to spare the lives of a large number of men in the garrison conversant with trade methods in the Far East.

It has taken more than twenty years to give them the requisite training. This is looked on as proof that Germany will be able to retain its vast trade in Asia.

Thanksgiving Sale of Artistic China & Crystal

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