THE FRENCH MAKE BIG GAINS

Gen. Pau's Armies Have Command of All Heights on Left Bank of Thur River

A despatch from the Vosges, says: The latest and last operations of the French troops in Alsace have given them command of all the heights on the left bank of the Thur River, from Thann to Gebweiler and Sulz. Muelhausen, with its factory chimneys only eight miles away, is still in the hands of the troops of General Deimling, the famous commander of Strassburg. The Germans have been making energetic efforts to repel the French advance in Alsace, and along the foot of the Vosges there is a growing suspicion that several army corps have been brought from other parts of the fighting line, probably from Russian Poland, to reinforce the German troops in Alsace. Their numbers, at any rate, are constantly on the increase. There is no doubt that the enemy is making a determined effort against the positions of the Vosges conquered by the French, but the French are not only holding what they conquered—they are advancing. A very important action recently took place in which cavalry and heavy and light artillery in considerable numbers were engaged, and showed themselves fully equal to the forces opposed to them. The entire action lasted from 9 a.m. to long after dark. The French and German losses were about equal, but the advantage was with the French, as they occupied a village, which was their objective and also the woods for a considerable distance around, which command the German positions.

DIES TO RESCUE COMRADE

Lieut. Lawrence Had Transferred to Regulars From First Contingent a Few Weeks Ago

A despatch from London says: Second Lieut. M. E. Lawrence, who appears among the killed in the latest casualty list, was the only surviving son of the late Hon. H. A. Lawrence and grandson of Baron Lawrence, of the Punjab. For the last four years he had been living in British Columbia. He enlisted in the 88th Victoria Fusiliers on the day war was declared, and came to England with the first Canadian contingent.

On landing he heard that his young brother, who had a commission in the King's Royal Rifle Corps, had been killed in action on the Aisne. He was offered and accepted a commission in his brother's regiment, and joined the Sixth Battalion at Sheerness early in November, and was sent to France.

After a few weeks he was killed in Flanders while leading a storming party which was ordered to take an important position. His commanding officer writes:

"On reaching the position he found that a brother officer, who had led another storming party, was in need of assistance, as he had lost more than half of his men. Lawrence dashed over the intervening 70 yards with some of his men, and was no doubt responsible for getting back his brother-officer, who had been left alone and would have been cut off."

FAMINE IN GERMAN CITIES

The Government is About to Prohibit Baking in Private Houses

A despatch from Paris says: The bread famine in Germany appears to be growing in intensity, according to reports reaching here. The Burgomaster of Dortmund, in Westphalia, declared at a meeting of the city officials:

"Extreme economy in the consumption of bread, and particularly the limitation to what is only strictly necessary, as regards both bread and all other bakery wares, is the condition of German victory."

The Cologne Gazette, commenting on the situation, calls on the military authorities to forbid the manufacture of all bread except for war purposes.

The Copenhagen correspondent of the Tempts says the prohibition on night work by Berlin bakers has proved to have no effect, as the housewives are buying enormous stocks of flour and are baking bread themselves. He says the Government is, therefore, about to prohibit baking in private houses.

BRITISH FARMER PROSPERS.

Highest Prices Are Obtained for Crops and for Cattle.

A despatch from London says: After many years of depression the British farmer is enjoying prosperity. Everything he raises is quickly salable at prices which are gradually climbing higher and higher. Wheat and oats, which are the stable crops of most English farmers, are fetching excellent prices, while the live stock which they fattened for the holiday market was taken at figures which have not been touched in many years.

WHALE STEALS HUGE BUOY.

Perishes, However, Carrying Away 5,000-pound Load.

A despatch from St. John, N.B., says: Roaring Bull Buoy, which with its anchor weighs 5,000 pounds, was carried away by a whale, according to officers of the Canadian Government steamer Lansdowne, in port on Tuesday from a search for the missing guide to mariners. The Lansdowne found a dead whale 50 feet long entangled in the chain of the buoy, which had been dragged a long distance. The whale apparently died from exhaustion.

WILL NOT GO TO FRONT FOR MONTH

Canadians Were to Have Been Transferred Next Week, But a Change Had Been Made in Plans

A despatch from London says: Although the intention of the authorities was to send the Canadian troops to the front this week, a change has been made in the plans, and a delay of at least a month is now probable. An exceptional honor has fallen to the Allan liner Alsation, which appears in the latest navy list as the flagship of Rear-Admiral Dudley de Chair. Besides being one of the newest and handsomest ships on the Mersey, the Alsatian has a cruiser stern, giving her the appearance of a war vessel, and earning for her the nickname of "the cruiser" when she first appeared. The word uttered in jest now applies in reality.

WIRELESS STATION IN PANAMA

Canal Zone Police Got Tip From British Minister and Acted on It

A despatch from Panama says: The canal zone police have discovered a wireless telegraph plant on the top of a tall building in the heart of Panama. The plant was destroyed by the authorities, who declared that it belonged to a Danish West Indian negro, who they believed was a student in wireless telegraphy. Complaint was made recently by the British Minister, Sir Charles Mallett, of the existence of a wireless station in Panama, and he gave the police its approximate location. After a search of several days it was finally located. For some time it has been suspected that there was another hidden wireless plant in the Darien region, but British and Japanese landing parties have failed to find it.

PRICES OF FARM PRODUCTS

REPORTS FROM THE LEADING TRADE CENTRES OF AMERICA.

Breadstuffs.

Toronto, Jan. 19.—Flour—Manitoba first patents, $7.30, in jute bags; second patents, $6.80; strong bakers', $6.60; Ontario wheat flour, 90 per cent. patents, quoted at $5.10 to $5.20, seaboard.

Wheat—Manitoba No. 1 Northern, $1.44; No. 2 at $1.41, and No. 3 at $1.37; Ontario wheat, No. 2,t $1.27 o $1.30, at outside points.

Oats—Ontario, 52 to 53c, outside, and at 55 to 56c on track, Toronto. Western Canada, No. 2, at 63 1-2c, and No. 3 at 60 1-2c.

Barley—66 to 69c, outside.

Rye—$1.06 to $1.07, outside.

Peas—No. 2 quoted at $1.75 to $1.85, outside.

Corn—No. 3 new American, 78 to 78 1-2c, all rail, Toronto freight.

Buckwheat—No. 2 at 78 to 80c, outside.

Bran and shorts—Bran, $25 to $26 a ton, and shorts at $27 to $28.

Rolled oats—Car lots, per bag of 90 lbs, $3 to $3.20.

Country Produce.

Butter—Prices rule firm. Choice dairy, 24 to 25c; inferior, 20 to 21c; creamery prints, 30 to 31c; do., solids, 28 1-2 to 29c; farmers' separator, 26 to 27c.

Eggs—New-laid, in cartons, 36 to 38c; selects, 31 to 32c; storage, 29 to 30c.

Honey—12 to 13c per lb. for strained; No. 1 honeycomb, $2.75 per dozen; No. 2, $2.25.

Poultry—Chickens, dressed, 13 to 15c; ducks, dressed, lb. 14 to 16c; fowl, 10 to 11c; geese, 14 to 15c; turkeys, dressed, 18 to 20c.

Cheese—New large, 16 1-4c; twins, 16 3-4c.

Beans—Prime, bushel, $2.50 to $2.70; hand-picked, $2.75 to $2.85.

Potatoes—Ontarios, 65 to 70c per bag, out of store; 55 to 60c in car lots. New Brunswicks, car lots, 60 to 65c per bag.

Provisions.

Bacon—Long clear, 13 1-2 to 14 1-4c per lb., in case lots. Hams—Medium, 16 to 17c; do., heavy, 14 1-2 to 15c; rolls, 14 to 14 1-2c; breakfast bacon, 17 1-2 to 18c; backs, 20 to 21c; boneless backs, 22 to 23c.

Lard—Market quiet at 11 1-4 to 11 1-2c for tierces, and at 11 3-4 to 12c for tubs and pails. Compounds, 9 1-4 to 9 1-2c.

Baled Hay and Straw.

Dealers are paying as follows for car lot deliveries on track here:

Straw is quoted at $7 50 to $8 a ton, in car lots, on track here.

Hay—No. 1 new hay is quoted at $16.50 to $17, on track here; No. 2 at $15 to $15.50, and No. 3 at $13 to $13.50.

Winnipeg Grain.

Winnipeg, Jan. 19.—Cash:—Wheat—No. 1 Northern, $1.34 1-4; No. 2 Northern, $1.31 1-4; No. 3 Northern, $1.28; No. 4 $1.24; No. 5, $1.20; No. 6, $1.15; feed, $1.11. Oats—No. 2 C.W., 56 1-4c; No. 3 C.W., 53 1-2c; extra No. 1 feed, 53 1-2c; No. 1 feed, 53c; No. 2 feed, 52c. Barley—No. 3, 70 1-2c; No. 4, 66 1-2c; feed, 61c. Flax—No. 1 N.W.C., $1.53; No. 2 C.W., $1.50.

Montreal Markets.

Montreal, Jan. 19.—Corn—American No. 2 yellow, 81 to 82c. Oats—Canadian Western, No. 2, 65c; Canadian Western, No. 3, 62c; extra No. 1 feed, 62 1-2c; No. 2 local white, 56 1-2c; No. 3 local white, 55 1-2c; No. 4 local white, 54c. Barley—Manitoba feed, 70c; malting, 77 to 78c. Flour—Manitoba Spring wheat patents, firsts, $7.20; seconds, $6.70; strong bakers', $6.50; Winter patents, choice, $6.50; straight rollers, $5.90 to $6; straight rollers, bags, $2.75 to $2.85. Rolled oats, barrels, $6.40 to $6.50; rolled oats, bags, 90 lbs., $3 to $3.10. Bran $25. Shorts $27. Middlings $30. Mouillie, $33 to $34. Hay, No. 2, per ton, car lots, $19 to $20. Cheese—Finest westerns, 15 7-8 to 16c; finest easterns, 15 5-8 to 15 3-4c. Butter—Choicest creamery, 30 to 30 1-2c; seconds, 29 to 29 1-2c. Eggs—rFesh, 45 to 50c; selected, 31 to 32c; No. 1 stock, 28 to 29c; No. 2 stock, 25 to 26c. Potatoes, per bag, car lots, 60c.

United States Markets.

Minneapolis, Jan. 19.—Wheat—No. 1 hard, $1.39 3-4; No. 1 Northern, $1.34 1-4 to $1.39 1-4; No. 2 Northern, $1.31 3-4 to $1.39 1-4; May $1.36 1-4. Corn—No. 3 yellow, 64 to 65c. Oats—No. 2 white, 50 to 50 1-2c. Flour and bran unchanged.

Duluth, Minn., Jan. 19.—Wheat—No. 1 hard, $1.37 1-4; No. 1 Northern, $1.36 1-4; No. 2 Northern, $1.33 1-4 to $1.34 1-4; May, $1.38 1-4. Linseed, $1.30 1-4; May, $1.81 1-4.

Live Stock Markets.

Toronto, Jan. 19.—Odd choice butcher cows brought $6.25 to $6.75, but the bulk sold between $5.50 and $6.25, with common at $5 to $5.50. Cutters brought $4.35 to $5 and canners $3.75 to $4.35, with the average a little lower. Best stockers sold between $6.50 and $7, medium to good between $5.75 and $6.50 and common $5.25 to $5.75. Calves sold at $8 to $10 for veals. Best lambs at $9.30 and others at $9.15. Sheep, $6.25. Large lots of hogs went at $7.50 fed and watered and at $7.90 to $8 on the off car basis.

Montreal, Jan. 19.—Prime beeves, 7 1-4 to 7 1-2c; medium, 5 1-2 to 7c; common, 4 1-2 to 5 1-4c; cows, $35 to $85 each, one fine springer fetching $100; calves, 5 to 8c; sheep, 5c; lambs, 7 1-2 to 8c; hogs, 8 to 8 1-4c.

BRITAIN WANTS ENGINEERS.

Qualified Men for Naval Service Advertised For.

A despatch from Ottawa says: The British Admiralty has notified the Canadian Marine and Naval Departments that there are openings in the British naval service for a considerable number of qualified marine engineers. They are needed as artificers and for other branches of the service.

CANADIAN TROOPS FIGHT VALIANTLY

Battalion Charged Enemy with Bayonets and Won Trenches "For Canada and Old England."

A despatch from London says: The Canadian regiment at the front has distinguished itself in a stirring bayonet charge at a place near Ypres, known as "Dead Man's Alley," according to the Daily Chronicle's correspondent in North-east France. "The Germans," the correspondent says, "had moved a great mass of men against this spot on the British front. Mud helped the thin British line to hold, but the honors were barely even until the Canadian regiment hurried up from the rear. Suddenly there was heard a roar of voices and a long line of slouch-hatted men with fixed bayonets rushed forward with the battle cry 'For Canada and Old England.' The Germans broke before the charges, which carried everything before it. Trench after trench fell, and the Canadians did not cease until the Germans brought up their artillery. The ground gained extended over a mile in front." The Canadian losses were two killed and fourteen wounded.

CANADIANS ARE NOW BILLETED

Marked Betterment of General Health in Canadian Contingent is Noted.

A despatch from London says: The billeting of the Canadians has resulted in a marked improvement of the general health conditions in the contingent at Salisbury and the extension of the billeting system is proceeding. The outbreak of meningitis is believed to have been checked. Major Verret, Col. Currie and Lieut. Murray are arranging the details of a Canadian base post-office at London.

German Socialists to Fight War?

A despatch from Havre says: It is generally known that the Socialist Deputy, Dr. Liebknecht, who alone in the Reichstag, voted against the military credits, incurred blame as a result. Already the state of affairs has changed. Dr. Liebknecht has just informed the chiefs among the International Socialists that a serious movement against war is manifesting itself among German Socialists, and that almost unanimously the Federations share his point of view and declare themselves against war.

German South-west Africa Invaded

A despatch from London says: The forces of the Union of South Africa have occupied Swakopmund, German South-west Africa, according to the Pretoria correspondent of Reuter's Telegram Company. Swakopmund is a port of call at the mouth of the Swakop River. It is a trading and mission station, and is connected by rail with Windhoek.

SEVENTY TOWNS IN RUINS

Italian Earthquake Took Twenty Thousand Lives in Thirty Seconds

A despatch from Rome says: Twenty thousand lives lost, thirty thousand persons injured, a million homeless and in need of relief, 78 towns and villages wholly or partly destroyed, a territory 300 miles long and extending from the Adriatic to the Tyrrhenian Sea devastated, irreplaceable works of art ruined—this is the measure of the catastrophe caused by the earthquake which held Central Italy in a merciless grip for 30 seconds Thursday morning.

As the hours go by and communication with the outlying districts is restored, appeals for aid from every section are pouring into Rome, and are being answered instantly by the Government, the people and the clergy. The King, the Pope and the Premier Salandra are among the leaders in the great work of relief, and trains are being sent as fast as possible with doctors, nurses and supplies to every part of the shaken area.

The greatest damage done was at Avezzano, 50 miles east of Rome, which was totally destroyed, with a total loss of life of more than 8,000. In this district the scenes parallel those of Messina in 1908, when 76,000 persons perished.

The King left for that city by automobile, and will remain there until the distress is alleviated.

In Rome the damege was relatively small, not a single life being lost. At Naples and Florence, which also felt the shock, there were no casualties and very little destruction.

"The district of Sulmona is badly damaged, and the victims are numerous. Twenty persons are killed and many injured at Villago. Rescue work has been started at Popli and Pentina, where many houses are damaged.

"The damage is extensive at Aquila and Isola Delliri, and many small towns in the province of Rome. The village of Sora has been razed.

"Loss of life has been feared at Chieti and other towns in the province of the Abruzzi, but it is believed that disaster will not be so great as at first apprehended."

The opening of partial communication throughout the district from Ferrara, north of Bologna, to Naples, brings somewhat more reassuring news, but also gives the information that the track of the quake was greater than at first believed.

REFUSED TO INSURE CARGO

First Time on Record Where Washington Government Would Not Insure an American Vessel

A despatch from Washington says: The sudden turmoil over the Dacia and the request of the State Department that Great Britain permit the vessel to discharge her cargo at Rotterdam instead of Bremen were due to the refusal of the Government war risk bureau to insure the Dacia and her cargo. This refusal completely upset the plans of the owners of the cotton about to be shipped, for having obtained consent of the Department of Commerce to the admission of the Dacia to American registry, they had taken it for granted that consistent action would be obtained from the Government war risk bureau and insurance written as desired. The insurance was refused on the ground that inasmuch as the British Government had indicated objections to the Dacia engaging in trade with Germany, her arrest on the high seas was practically a certainty and she was not, therefore, a good risk. The fact that the department had seen fit to "OK" the transaction to the extent of granting American registry did not influence the war risk bureau and the Dacia was denied her risk.

Members of Congress who were informed of the refusal of the war risk bureau expressed great interest. It was said to be the first case where the bureau has refused to give insurance to an American vessel.

LUMBER CUT DECREASED.

Revival of Trade in the Cheaper Grades is Expected.

A despatch from Ottawa says: Reviewing the lumber trade of the Ottawa Valley, John Aird, assistant general manager of the Canadian Bank of Commerce, says the cut is estimated at 375,000,000 feet, or 100,000,000 feet less than for 1913, owing principally to low water conditions. In other sections of the province the decrease is proportionately greater. Dealing with the market conditions, he predicts a revival of trade next spring in the cheaper grades, but foresees even lower prices than in 1914 for higher grade lumber.

Love that feeds on beauty alone soon starves to death.

ENEMY MASSES 500,000 TROOPS

Seasoned Fighters Sent to the Aisne to Make Final Effort, Under Kaiser's Direction.

A despatch from Amsterdam says: It is reported that the Germans have concentrated a half a million men on their lines between Flanders and Rheims for the purpose of breaking through by brute force, no matter what the cost. The scheme has been aided by the fact that floods on the Lys and the Aisne forced the allies to withdraw in two or three important places. In Flanders floods hold the Belgians and French in check, and the Germans believe that second line troops can maintain their front there while the seasoned fighters are sent to Soissons and along the Aisne. Gen. von Falkenhayn, chief of staff of the German army, is at the front with the Kaiser, according to information received here from Brussels. The harbor at Zeebrugge has been heavily mined and the town has been transformed into a fortress, as has also Knocke and other places on the coast. The German troops on the coast are commanded by Gen. von Arnim.

HONEY FOR GERMANY.

Swedish Authority Says She Grows More Formidable.

A despatch from Stockholm says: Germany, instead of suffering exhaustion after months of war, has become more formidable than ever, according to Lieut.-Col. Bouveng, Chief of the Swedish Military Academy, who spent two and a half months at the theatre of war with the German army. "I deem Germany's military resources to be inexhaustible," says Lieut.-Col. Bouveng in The Aftenbladet. "It is impossible to doubt that the German army could perform tasks still more difficult than those which are confronting it to-day."

WAS SHOT TO DEATH.

Von Falkenhayn's Son Killed in an Air Raid.

A despatch from Paris says: Captain von Falkenhayn, son of the acting chief of general staff of the German army, was shot to death by a French aviator while making an aerial reconnaissance over Amiens on Sunday, according to a despatch from that city.

Canadian Infantry Transferred

A despatch from Salisbury Plain says: The Sling Plantation camp of the Canadian contingent has been condemned on account of the prevalence of cerebro-spinal meningitis. The Fourth Infantry Brigade has removed to Tidworth Barracks on that account.

Train Wreck in Germany Kills Many Soldiers on Their Way to French Battlefields.

An express train running at high speed and carrying many soldiers who had recovered from their wounds to such an extent that they were returning to the French battlefields, was wrecked near Stendal when it ran into the rear end of a freight train. The cars of the passenger train telescoped and were totally wrecked. Many of the returning soldiers were killed or seriously and mortally injured.