

Todday's Events.

Beghawi Carnival; Beghawi Jugglers; Mechanics; A.R.S.A. Trades Hall; 8. Anti-Conscription meeting; Law Courts; 8.15. Pictures; Princess and Lyric Theatre.

The "No" Verdict Accepted.

In his speech last evening in Melbourne at the annual dinner of the "No" Verdict League...

Paralyzed through Diving.

Having lain in the Williamsstown Hospital for two months, suffering from paralysis...

Loyal Bendigo Lodge.

The forthcoming meeting of the Loyal Bendigo Lodge was held at the Oddfellows Hall last evening...

Rascally Mischief.

When the 8.25 p.m. train from Melbourne to Essendon was passing over the viaduct at Blyth...

"Chinese Practitioners."

In the Ballarat Assizes Court yesterday Daniel Lam was fined £5 for not being an unregistered practitioner...

Wheat for America.

Recent rumors of the likelihood of Australian wheat being shipped to America are confirmed by the fact that the American five-masted schooner...

Healthcare Show.

Everywhere points to the annual Healthcare show to-morrow being a big success.

Oiga Petrova.

Throughout the five reels of the latest Metro "Playing With Fire"...

Triangle Programme.

A large audience assembled at the Lyric Theatre last night to witness the new programme...

Orators and Oratory.

The above is the title of a lecture to be delivered by Sir John Quick in the Querry Hall Methodist School Hall...

Cooking's week-end sale to-day and to-morrow presents an opportunity of securing all requirements for men and boys at cost price for cash.

ANZAC CASUALTIES NOT HEAVY.

ENEMY'S CLAIM DISPROVED. (United Service Cable.)

LONDON, Wednesday. Recent Australian casualties have been light. There has been no increase in the number of wounded men arriving in London...

General Sir Douglas Haig reports that the enemy's artillery is active on the whole front south of the Ancre.

DENTISTS VISIT. Mr. M. THOMAS, Registered Dental Board, representing Mr. W. E. THOMAS, Dentist, of 88 Elizabeth Street, Melbourne, will visit Bendigo...

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THE WEST PROGRESS SLACKENS

Big Guns Predominate

(Reuter's Agency).

LONDON, Thursday. A Paris communique issued on Wednesday afternoon says:—The enemy merely bombarded our new positions in the Ablaincourt sugar refinery sector, south of the Somme.

Two enemy aeroplanes were brought down in an air fight. Eight of our aeroplanes dropped a ton of bombs on an aerodrome, and on the military railway station at Chanibley (south-west of Metz) respectively.

Reuter's correspondent at Paris states that the French attacking at Ablaincourt on November 7 easily carried two lines of trenches built in concrete, forming a great trench, but in the centre the enemy organised two villages, and formidably defended them. They sheltered in deep cellars during the bombardment, and then reappeared with a great number of machine guns.

When a wave of assaults arrived a desperate struggle ensued. A cluster of houses at the crossroads changed hands three times. The church was hotly contested. The Bavarians within refused to surrender, and were annihilated. Ablaincourt was entirely captured after a desperate 11-hour struggle.

A Berlin official message says:—"British night attacks between Le Sara and Gueducourt failed. The French gained ground at Ablaincourt, and occupied Pressoir (south of the Somme)."

A Paris official message states:—"North of the Somme enemy troops were gathering to the east of Sully Sallisse, where dispersed. South of the Somme there was a violent reciprocal bombardment, during which we caught enemy forces marching to the east and north-east of Chaules. Prisoners taken yesterday numbered 659."

On the right of the Meuse there was a particularly lively artillery engagement in the region of Damloup and Doumont.

The Times correspondent at the British headquarters states that during October there were 21 wet days. The British hopes were repeatedly destroyed.

"Grand operations are still impossible," he adds "but during the last four weeks we took prisoner 2400 in mine episodes. Our work has been to slowly force our way to the fourth German main line in front of Le Transloy, Mign Thilloz, Le Barque, Warlencourt, and Miraumont. Throughout this fighting the Germans had the advantage of the high ground, permanent trenches and deep dug-outs.

Therefore our progress has been a high loss of money to our infantry's fighting qualities. The Germans fought stubbornly, and sometimes stiff bayonet fighting was necessary, whilst his recent counter-attacks have been driven home despite the mud with great determination. His artillery has increased, and there is yet no sign of a general demoralisation."

The correspondent regards speculation regarding the immediate future of the offensive as not wise. "Before us," he says, "at varying distances from 1000 to 2000 yards away, run formidable lines of parallel trenches, triply protected with wire and numerous machine gun positions. With dry weather that line would have been ours. Meanwhile the amazing spirits of the men, the splendid work of the artillery, and the superb audacity of our aviators continue the same, and the people at home should realise the great performance even a small success may be under the existing conditions."

The Times military correspondent reviewing the Verdun fighting, states that the recapture of the positions was a fine feat. It was not so much due to the mass of infantry as good generalship and the utilisation of enough arms and howitzers.

The correspondent adds that Field-Marshal von Hindenburg misunderstood the Allies' resources on the Western front, and what had been achieved at Verdun would be repeated elsewhere.

General Sir Douglas Haig reports that the enemy's artillery is active on the whole front south of the Ancre. The enemy heavily shelled our positions west of Beaumont Hamel, and unsuccessfully attempted to raid our trenches. The weather is stormy."

RUSSIAN FRONT.

ENEMY'S EFFORTS FAIL.

PROGRESS IN MOUNTAINS.

(Reuter's Service).

PETROGRAD, Wednesday. An official communique issued this afternoon says:—"Enemy attacks in the Ostrovols region, on the Stochod, were repulsed. We made fresh progress south of Dorna Watra, in the region west and south of Mount Lamuncea. We reached the valley of the Bistrizza from Belhor as far as Holo."

Prominent Poles here say they look to Russia, and not to Germany, for independence.

The odds are that the German proclamation will greatly advance the settlement of the Polish question by bringing it into the international sphere.

SALONIKA OFFENSIVE.

SERVIANS' GAINS SECURE.

(Reuter's Service).

LONDON, Thursday. A French official message from Salonika says:—"Bulgarian attacks against the Servians in the loop of the Cerna were repulsed with heavy losses. 'Three of our aeroplanes bombed military camps north of Monastir.'"

Reuter's correspondent at Salonika states that there is evidence that the food supply of Germans who are opposing the Servians is most defective. All stores are being brought in motor wagons, exposed to artillery fire. Thus the enemy in the trenches have been reduced to dry bread, while they are unable to leave the trenches to procure water.

SCHOOL OF MINES. Fourth Term, September 25 to December 9. New Students taken in Evening Preparatory School and Practical Trade Classes. Send for Prospectus.

ITALIAN PROGRESS. CHECKED BY WEATHER CONDITIONS.

ENEMY REINFORCEMENTS.

(Reuter's Service).

LONDON, Thursday.

Another great attack by the Italians toward Trieste is not likely to be made before the spring, though much depends upon the weather.

Meanwhile Austrian reinforcements from Galicia and the Trentino are pouring in between Trieste and Comen.

Italians found that the Austrian defences near Castagnovizza, in the Northern Carso, had been brought to extraordinary perfection.

Huge underground barracks, holding several thousands of men, were protected by bastions and armed with machine-guns. The barracks contained stables, kennels, chicken gardens, beds and hammocks.

An Italian official message says:—"We evacuated the observatory position, which was destroyed by enemy artillery on the slopes of Cimabocche, in the Traviguola Valley."

We found among the abandoned booty on the Carso battlefield a battery of four mountain guns. Reuter's correspondent at Rome states that a naval communique states that the Italian and French air squadrons effectively bombed an aerodrome at Parenzo. The enemy air defences ineffectively fired and counter-attacked squadrons and torpedo boats.

ROUMANIAN FRONTIERS.

ENEMY ATTACKS STRENGTHENED.

LITTLE HEADWAY MADE.

(Reuter's Service).

LONDON, Thursday.

A Roumanian communique says a heroic bombardment has been maintained in the Prabhova Valley, with repeated infantry attacks.

"We advanced south in the Dobrudja, and the enemy seaplanes attacked Suptina. One machine was brought down and the aviators captured."

Dealing with the operations on the Roumanian frontier a Russian communique says:—"Enemy attacks in the direction of Predeal Pass and the Aluta River continue. The enemy, reinforced, assumed the offensive east of the Jiul Valley."

A Bulgarian communique says that great damage was done at Constantza in the bombardments by the Russian fleet on November 2 and 4.

A German official message says:—"The enemy gained some small advantage in the Tolgyes Pass sector, on the Moldavian frontier. The Germans recaptured some of the lost ground near the Bodza Pass, south-east of Brasso, and took more prisoners in the Spins region, in the Roterthurn Pass sector."

WAR AT SEA.

TORPEDOING OF DREADNOUGHTS.

"UNKNOWN" IN GERMANY.

(Published in The Times.)

LONDON Thursday.

The Vossische Zeitung declares that nothing is known in Germany regarding the torpedoing of Dreadnoughts by British submarines.

LINER OVERDUE.

LOSS IN ATLANTIC FEARED.

(Reuter's Service).

VANCOUVER, Wednesday. Halifax reports that the steamer Rappahannock (3874 tons), owned by Furness, Withy and Company Ltd., is ten days overdue, and it is feared that it has been lost in a trip across the Atlantic.

Its cargo consisted of Nova Scotia apples for London.

STEAMER SHELLED.

AN AMERICAN CREW.

NEW YORK, Wednesday. The steamer Columbian (8800 tons) is reported from London as having been shelled by submarines, although she was flying the American flag. The Columbian was carrying a cargo of iron and steel consigned to the Italian Government. No explosives were aboard.

Eighty Americans comprised the crew. The Columbian sailed from New York on October 18.

ANOTHER NORWEGIAN STEAMER SUNK.

(Reuter's Service).

LONDON, Thursday. The Norwegian steamer Reine has been sunk by a submarine.

BRITAIN'S FOREIGN POLICY.

SECRET SESSION URGED.

(United Service Cable.)

LONDON, Wednesday. A strong movement among members of the House of Commons has been started to persuade the Government to hold a secret session to discuss the foreign policy, the administration of the Admiralty, and the man power question. It is believed that Mr. Lloyd-George, Minister for War, favors the idea.

MORE NEWS FOR RELATIVES.

NEW ZEALAND PREMIER'S EFFORTS.

(United Service Cable.)

LONDON, Wednesday. Mr. W. F. Massey, Prime Minister for New Zealand, presided at the annual Salvation Army gathering held in London to-day.

He is negotiating with the Records Office with a view of securing improvements in the despatch of information to the relatives of soldiers.

LOST LINER ARABIA. MAILS AND CARGO LOST. PASSENGERS SAFELY LANDED. (Reuter's Service).

LONDON, Thursday. Details of the sinking by a submarine of the Peninsular and Oriental Steam Navigation Company's Royal Mail steamer Arabia (7933 tons) in the Mediterranean at noon on Monday, while bound from Australia to London, are coming slowly to hand.

The Arabia's passengers numbered 437 of which 169 were women and children. They were picked up by various vessels that were diverted to the scene of the disaster.

Two engineers are missing, and it is believed that they were killed by the explosion. All the other members of the crew were saved.

The Arabia in September last fired on a submarine near Malta, and compelled it to submerge.

London newspapers recall Germany's pledge not to sink vessels without warning. The Evening News says:—"The sinking of the Arabia is merely another typical atrocity. Warships and transports remain practically immune from submarine attacks while merchantmen are sunk."

The Arabia carried a few passengers from India and intermediary ports, owing to this being the off season for homeward traffic. The great majority of passengers are Australians, including nurses.

Captain W. B. Palmer, R.N.R., commanded the Arabia for six and a half years. He lives at North Finchley.

It is stated by the Post Office authorities that as far as is known all the mails on the Arabia were lost. The vessel carried mails from Australia, Ceylon, India, and the Straits Settlements, Egypt, China, Hongkong, and perhaps also from British East Africa, Zanzibar, the Seychelles, and Mauritius.

There were also parcel mails from most of the places mentioned. A tributa is paid by the naval authorities to the discipline that prevailed on the Arabia, after the vessel was torpedoed. This enabled the passengers to be rescued.

It is believed that some passengers have arrived at Malta. Others are expected at Marsailles and Naples. The P. and O. Company is taking measures for the comfort of the Arabia's passengers, and has arranged for accommodation and clothes and money.

It is believed that the passengers were not taken out of the water, which indicates that the rescue ships either alongside the Arabia in ample time or rescued the passengers and crew from boats. Mr. Andrew Fisher the Australian High Commissioner, is keeping in touch with the P. and O. Company, with a view to helping passengers. The company has arranged to collect the passengers at the earliest possible moment.

Additional batches of the Arabia's passengers are arriving in Egypt. The P. and O. Company intends to replace the lost liner and maintain its service without interruption.

The Daily Mail, commenting on the rescue of the passengers and the crew of the Arabia says that it was not due to the submarine humanity.

Feeling is growing that the Government should declare that it will take a ton of Germany's shipping after the war for every ton that Germany has destroyed.

The Dutch press announces that the Rotterdam-Java service via the Suez will be resumed.

Reports received at Washington from Ambassador Page regarding the sinking of the Arabia indicates that the ship was armed.

It is believed that no serious disturbance with Germany is likely. If any, it will be delayed until after the election.

RESCUE WORK PRAISED.

VALUABLES ABOARD.

(Published in The Times.)

LONDON, Wednesday.

There is much favorable comment in shipping circles regarding the rescue of passengers and crew of the P. and O. Company's Arabia. Although the time the ship took to sink is not yet known, the rescue of those on board is a notable feat.

The Arabia called at Bombay principally to receive passengers. These included Sir Ratanji Tata and Lady Tata, who had a pearl necklace with her valued at £40,000. It was insured for £20,000.

Thenalva correspondent of the Times says:—"The latest example of callous, unlawful sinking is especially important because, to a large extent, the Arabia's route has been made safer than others. Dutch steamers recently chose the Mediterranean in preference to the Cape route. Allied counter-measures in the Eastern Mediterranean included the routing out of sources of submarine supplies. A search of the Egyptian, Syrian and Grecian coasts prevented a repetition of the enemy's early successes, but the old measures have now proved unsuccessful. It is obvious that we are now confronted with submarines of a larger type and less dependent upon local sources of supply."

The correspondent suggests the necessity of some form of convoy. For the period during which the report of the sinking of the Arabia was unconfirmed the premium for accident insurance on the life of a passenger to America and back rose from 10s to 15s per cent. The underwriters do not consider that there is any reason to discriminate between neutral and belligerent ships. Some time ago a passenger was insured at a premium of 14 per cent. for death only, and an additional quarter per cent. for disablement, while proceeding from Scotland to Australia and return, including a three months' sojourn.

The Arabia was carrying a valuable cargo, but comparatively little loss falls upon the London insurance market. A large amount of the cargo was insured in the State office at 11s per cent, a rate with which the underwriters do not attempt to compete. Details of the cargo have not been received, because the ship was bringing its own papers. It is believed that it was carrying wheat, wool, and a little lead from Australia, silk from China, and tin and rubber from Singapore. The silk insurances amounted to £200,000. There were also pearls from Bombay, including a registered postal parcel worth £30,000, which was insured at £2 per cent.

In the course of a leading article The Times strongly attacks the Government's inactivity in dealing with the submarine menace. It says the Government was reported to have well in hand in August, 1915. "It is at least as serious now as at the worst period last year."

MAILS FOR SOLDIERS LOST.

MELBOURNE, Thursday.

When the Arabia left Australia she had on board something like 500,000 letters and parcels addressed to the A.L.F., and many thousands of other postal articles intended for civilians and firms on the Continent and in Great Britain. The mails from Victoria were very heavy and included 1928 bags of letters, etc., for the troops. All these have been lost.

Details of the mail on board the vessel after she had left Port Said was supplied by the secretary of the Postal Department to-day. They show that the mail from Victoria for the A.L.F. in Great Britain and France comprise 148,798 letters in 119 bags, 589 registered articles, 52,668 newspapers and packets in 415 bags, and 11,574 parcels in 1394 bags.

The civil mails which were aboard after leaving Port Said were as follows:—For London, 34,701 letters in 22 bags; 2925 newspapers and packets in 84 bags; 495 registered articles; 213 parcels, in seven bags. For foreign ports: 111 registered articles. For Geneva: 485 letters and 173 newspapers and packets. For Amsterdam: 134 letters in packets. For Brussels: 30 letters, 21 newspapers and packets. For Modane: 593 letters and 422 newspapers and packets.

The P. and O. Company informed the department to-day that the mails, for Malta, Italy and Salonika were put off at Port Said, and taken on by a smaller steamer.

DATES OF POSTING.

Letters, packets, newspapers, and parcels posted between the times mentioned below would have been on board the Arabia:—

FOR UNITED KINGDOM. Parcels between September 26, at 5 p.m., and October 2, at 5 p.m.

Packets and newspapers between September 28, at 1.30 p.m., and October 4, at 1.30 p.m.

Letters between September 28, at 2.15 p.m., and October 4, at 2.15 p.m.

Registered letters between September 28 at 4 p.m., and October 4, at 4 p.m.

EXPEDITIONARY FORCES.

Parcels, packets, and newspapers between September 26, at 10 a.m., and October 2, at 10 a.m.

Letters between September 27, at 5 p.m., and October 3, at 5 p.m.

Registered letters between September 27, at 5 p.m., and October 3, at 5 p.m.

NO AUSTRALIAN TROOPS ABOARD.

The Minister for Defence (Senator Pearce), gave a denial to the rumor that a number of Australian troops were on board the Arabia when she was torpedoed. "You can say officially," he said, "that none of our soldiers were on the vessel."

RUMORED LOSS OF TRANSPORT.

"There is absolutely not a tittle of truth in the rumor that a certain transport has been sunk off the African coast. If we can find out who is circulating this rumor we will prosecute," said Mr. J. A. Jensen, Minister for the Navy, yesterday afternoon.

A report has been circulated in Melbourne during the past few days that a transport conveying Australian troops had been sunk off the African coast by a German submarine.

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