

GERMANS PUSH RUSS 40 MILES FROM WARSAW

Slav Forces of Czar Crowded Back by Fierce Onrush of German Army.

SECRECY SHROUDS MOVEMENTS Only from Unofficial Sources is Backset of Russian Fighters Made Known.

TEUTONS REPULSED IN SOUTH Great Mass of Russians Force Them Back Between Radom and Kielce.

RUSS ADVANCE IN GALICIA Battle Continues at White Heat in Vicinity of Cracow.

LULL ON LINES IN FRANCE

British Army Statement Indicates that Death Losses of Kaiser's Men Has Been Exceedingly Heavy.

BULLETIN. BERLIN, Nov. 22.—(By wireless to London.)—An official communication issued today by the German general army headquarters says: "In the eastern war theater the situation remains unchanged. In Poland we still are fighting for victory. The fighting south of Plock and at Czenstochowa continues."

LONDON, Nov. 22.—The veil of secrecy has been drawn over the battles between the Russians and the Austro-German forces. The headquarters of both armies now are confining themselves to the briefest statements concerning the hostilities, saying merely that fighting is in progress.

News coming from unofficial sources, however, shows that the German advance has penetrated farther into Poland than had been disclosed previously and that Warsaw is threatened for a second time. General von Hindenburg's army has advanced as far as the Lowicz-Sieradz line, which means that the Germans have covered two-thirds of the ground to the Polish capital, from which they are now only forty miles distant.

The battle in East Prussia seems to have died down, but the Russians continue to advance in Galicia and are still fighting on the Czenstochowa-Cracow front.

Critical in Poland. The battle in Poland, in the direction of Lowicz, is the most critical one. The Germans express confidence in General von Hindenburg, but here and in Petrograd military observers express the opinion that Russia's overwhelming superiority in numbers of men again must tell. In Flanders and in France the armies seem to be enjoying a long-deserved rest for the only remaining evidence that the hostilities are factors each other is an occasional bombardment with heavy guns. Infantry attacks have temporarily ceased and the men are getting a chance to rest and to tidy themselves up after a month in the water-soaked trenches.

German Loss Heavy. An eye witness with the British headquarters, in a long statement made public today, gives official confirmation of the reported heavy losses the Germans have suffered in their attacks on Ypres. He speaks of decimated battalions, of hundreds of dead left before the trenches and of batches of bodies found in farm houses. The casualty lists of British officers show that the British forces also have suffered severely in the fighting.

The Servians are making a stand against the Austrians in well chosen positions on the Kalubara river, but, as the Austrians command superior forces and Servia is without allies near enough to offer it assistance, it seems apparent that unless other Balkan states come into the war, Servia is faced with defeat.

The recruiting campaign which is being carried on throughout the British isles resulted today in bringing many men to the colors. Troops with banners flying and bands playing marched today through the east end of London to Victoria park, where speakers addressed the crowds from early morning until late this evening.

Turks Bombard Tuape Killing Thirty-Six And One Civilian

PETROGRAD, Nov. 22.—An official communication issued today by the headquarters staff of the Russian army in the Caucasus says: "The Turkish cruiser Hamidieh accompanied by a flotilla of torpedo boats bombarded Tuape (D. N.), killing thirty-six soldiers and one civilian and wounding several soldiers and civilians, but inflicting only insignificant damage on the city. The reply of the Russian artillery was very effective.

BRITISH ARTILLERY passing through a town in Northern France on way to reinforce troops of Allies.



UNUSUAL HONOR TO CHRISTMAS SHIP

Jason, by Government Order, to Be Admitted to Closed Harbor of Devonport.

OFFICIAL RECOGNITION GIVEN Representatives of Government War Office and American Embassy Will Greet Vessel When It Docks This Week.

LONDON, Nov. 22.—(Special Cablegram to the New York World and Omaha Bee.)—Signal honors will be paid to the Christmas ship by the British government when it reaches Devonport, next Thursday or Friday.

In appreciation of American thoughtfulness of the youthful sufferers from the horrors of the war, Premier Asquith has directed one of the leading members of his cabinet, Earl Beauchamp, first commissioner of works, to act as head of the official reception committee which will greet the United States collier Jason on its arrival.

Enters Closed Harbor. It is significant of Great Britain's gratitude that the local government board which has charge of the arrangements for docking the Jason and unloading its yuletide cargo, has prevailed upon the admiralty to permit the vessel to go into the closed harbor of Devonport rather than Falmouth, where it was to have been berthed according to the first plans.

Unloading Made Easy. The reason for the change is that at the former place the facilities for bringing the ship alongside the pier are greater, thus expediting the task of unloading the thousands of Christmas gifts. Besides Earl Beauchamp and the lesser officials who will accompany him, the American embassy will be represented by Secretary Stabler.

Official Recognition. There will also probably be on hand a representative of the war office, which will co-operate with the local government board in distributing the largest pack of presents Santa Claus has ever left in England at one time. Just how this distribution is to be carried out is not known, as the authorities and Lord Kitchener's aides are still busily engaged in drawing up adequate plans for performing this complicated duty in the most efficient manner.

To Bring Panama Exhibits. British manufacturers, according to W. A. M. Goodie, who is representing the interests of the Panama exposition in England, have already shown a desire to take advantage of the American government's offer to place the Jason at the disposal of those who intend to exhibit at San Francisco.

The boat will probably call at Marseilles, Genoa, Barcelona, Lisbon and Devonport. Among those who have already asked Mr. Goodie to reserve space for them on the Jason are two well known English artists and one sculptor.

Saturday is Quiet Along the Whole Front in Belgium

PARIS, Nov. 22.—The following official communication was given out in Paris this afternoon: "The day of the 21st was calm upon the whole front. In Belgium, as in the region from Arras to the Oise, there were only intermittent cannonades. Our artillery evidenced in general more activity than that of the enemy. Our batteries succeeded in demolishing many lines of German trenches. The enemy worked elsewhere to construct new ones in the rear.

The day was equally calm upon the Alsace, in the Champagne district, as well as in the Argonne, upon the heights of the Meuse, and in the Vosges."

DUNKIRK PEOPLE HEAR CITY DOOMED

Annihilation or Siege in Store for Them, Inhabitants Have Been Informed.

REASSURED BY BRITISH FLEET Statue of Great French Sailor, Merciless Enemy of England Holds in Bronze Arms Flag of Albion.

(Correspondence of the Associated Press.) DUNKIRK, France, Nov. 22.—The people of Dunkirk heard the other morning that the German general staff had either annihilation or siege in store for them as a part of the campaign against Calais. However, the people were reassured by the sight of the English fleet, which, in plain view from the heights around the town, was sweeping the German positions in the dunes behind Neuport.

On the street, by a freak of destiny, the statue of a great French sailor, Jean Bart, a merciless enemy to England, holds in his bronze arms the standard of Albion.

Salute Ambulances. Belgium refuses south salute with a melancholy air the almost steady file of ambulances from the front.

In such crowds the Flemish language predominates, but in the file of soldiers are confused at times one hears English, French, Flemish, Arab, the Moroccan patois of the Goumiers and Hindoostanes. The station, under military guard, is full of soldiers of all arms and of all races that are fighting for the allies.

The others watch curiously while the English rush to the locomotive of an incoming train and beg hot water from the engineer in order to prepare their 6 o'clock tea.

As the danger of an attack by the Germans seems to become more remote, curiosity has triumphed over anxiety and great crowds rush to the streets and around the station to see the conglomeration of races.

Tragedy of Belgium. All the tragedy of Belgium—the maximum of moral suffering, the limit of physical endurance—seems to be visible in the grave expressions of the soldiers who have been making a stand for the last little free corner of their country.

(Continued on Page Two, Column Two.)

Surgical Bandages To the War Zone

Two hundred dollars worth of new surgical bandages have been bought in Omaha from the Brandels store, and sent through the Red Cross society to German military hospitals by the German and Austrian women of Omaha. They realized the urgent need of such supplies, and rather than wait until linen and other white goods were collected and made into bandages, took some of their war relief funds, and bought the bandages and consigned them under rush orders for use at the front.

LARGE WAREHOUSE IN CITY OF OMAHA DESTROYED BY FIRE

Seventy-Five Thousand Loss When Sherman & McConnell Property at Druid Hill Station Burns.

FREDRICKSON HEAVY LOSER Fifteen Automobiles Stored in the Building Are All Burned, but Covered by Insurance.

FIREMEN HINDERED IN WORK Hose Crushed Beneath Falling Walls and Put Out of Commission.

FLAMES MAKE RAPID HEADWAY Building Erected by Murphy & Wassey Chair Company, at Cost of \$100,000, Twenty Years Ago.

Fire Sunday afternoon completely destroyed the Sherman & McConnell warehouse at Thirty-third and Spaulding streets, together with the contents. The fire originated in the office at the northeast corner, on the main floor of the building, and in a few minutes had swept through the entire five-story structure from front to back. The building contained 100,000 square feet of floor space, covered a complete city block and was the largest warehouse in the city. The loss is estimated at around \$75,000.

Watchman T. P. Shifley, living at Twenty-seventh and Evans streets, who was supposed to have been in the building, was located later in the evening, safe and uninjured.

The fire was fought by practically the entire fire department. Hose was laid from Thirtieth and Spaulding streets, a distance of more than three blocks.

Small Station Burns. The Druid Hill railway station on the Belt line, directly across the tracks, caught fire and burned. Edgar Peters, watchman, who with his family lived in the rear of the station, saved a portion of his furniture, when onlookers came to their aid and helped carry the articles into the open.

The warehouse was practically at the mercy of the flames from the start, and what progress had been made in fighting the fire was halted when the brick wall at the north end of the building crumbled on top of the hose, which was burned. By the time new lines were laid the building was a seething caldron of flame and within three-quarters of an hour the entire structure, with the exception of the southeast corner, was burned to the ground. A crowd of fifty to 100 people congregated in the immediate vicinity and in a manner hindered the work of the firemen.

Fifteen Automobiles Burnt. Charles R. Sherman stated that the loss to his firm, which owned the structure and had a considerable stock of fixtures stored within, would reach \$50,000, a portion of which is covered by insurance.

H. E. Fredrickson, who had fifteen automobiles stored on the second floor, asserts that his loss is practically covered by insurance. The loss is around \$25,000.

A Nebraska City firm lost considerable property stored in the building. This also is believed to be insured.

The warehouse was inspected by the fire warden during the last week and declared to be the cleanest of its kind in the city. It was erected about twenty years ago at a cost of \$100,000 by the Murphy & Wassey Chair company, that about six years ago moved to Detroit, Mich., and leased the place to the Beebe & Runyan Furniture company. This company moved to new quarters over a year ago, when Sherman & McConnell purchased the structure.

A. R. McConnell estimates that about one-third of the loss is covered by insurance. The only portion of the plant which was a small annex at the southeast corner, which was vacant.

Edgar Peters, the watchman at the Druid Hill station, discovered the fire. By the time he had notified the fire station at Thirtieth and Spaulding streets the fire was beyond control.

Thirty Thousand Fire Loss Suffered at Allen

ALLEN, Neb., Nov. 22.—(Special.)—Fire in the produce house of H. P. Good at 6 o'clock in the evening, from a defective fire spread to the McDevitt Produce Station and the lumber firm of Edwards & Bradford, whose headquarters are in Sioux City. Everything was burned with a loss estimated at from \$25,000 to \$30,000. The other two places were valued at about \$1,900 to \$1,500 each.

Little Human Interest Stories of the Big World War Now Raging

Punished for Wine Theft. PARIS, Nov. 22.—Eight German officers of the reserve medical corps charged with the theft of wine and committing an orgy at the Chateau de Lisy on September 9, where their ambulance was installed, have been convicted by a court martial sitting in Paris. They were sentenced to from six months to one year imprisonment.

English Birdmen Make Daring Attack on German Zeppelin Works

FRIEDRICHSHAFEN, Germany, Nov. 22.—(Via Berlin, The Hague and London.)—Elaborate precautions which the Germans have taken for an emergency were responsible for the failure of the raid of three English aviators, who yesterday afternoon swooped down upon this city to drop bombs upon the Zeppelin balloon works. Anti-airplane cannon and machine guns, adapted to high angle fire, defeated the accomplishment of the daring exploit and succeeded in bringing down one of the hostile machines and putting the others to flight.

The presence of the British aviators above Constance at 1 o'clock was announced to the authorities at Friedrichshafen by telephone. When the aviators appeared at Friedrichshafen the anti-airplane cannon and the machine guns immediately opened fire. The Englishmen circled above the balloon for some time and dropped six bombs, two of which came so near to the building as to cause a tremor of apprehension among those watching the novel combat. Two other bombs struck houses in the city, damaging them severely and killing a man and wounding a woman.

One of the flyers then made a fearless attempt to cross the hall at a height of only a quarter of a mile. Bullets from the guns mounted on the tops of buildings, however, plucked the aeroplane's gasoline tank, causing the fuel to escape and forcing the pilot to attempt to glide to earth. During the descent of the machine, the aviator, a lieutenant of the British royal naval air service named Briggs, threw two or three more bombs at the hangar, but they missed their mark and did no damage.

The lieutenant on reaching the ground defended himself with a revolver, but was captured after receiving a slight wound in the hand. The point where the aeroplane landed was only 200 feet from the Zeppelin hall.

The other aviators rose to a great height and disappeared across Lake Constance. The wounded man is being treated at a local hospital.

KARLSRUHE VICTIM DESCRIBES CAPTURE

Wireless Operator on British Steamer Tells How Surely and Swiftly German Works. CALL FOR HELP NEARLY FATAL Wireless Apparatus Jammed and Shell Sent Over Boat Compelling Merchantman to Give Up to the Enemy.

By JOHN ASHBROOK. Chief wireless operator on the British steamer Highland Hope, one of the Karlsruhe cruises.

NEW YORK, Nov. 22.—(Special Telegram.)—"I am 25 years old, and I have been a wireless operator for a little over a year. I was born at Paynton, near Stockport, in Cheshire. I was assigned to duty on the Highland Hope by my company, and went on board Saturday, August 29. It was a refrigerated boat of the Nelson line plying regularly between Liverpool and the River Plate. It was a 5,000-ton steamer, had fifty in its crew and besides its cargoes of beef carried occasional passengers.

Mystery About Sailing. I found as soon as I made myself at home on board that there was a mystery about the sailing of the Highland Hope. "However, we made a course in the general direction of Buenos Ayres, and on September 14, after a placid voyage, were in the South Atlantic, about 200 miles off the coast of Brazil.

"About 1 o'clock in the midnight that morning the lookouts sighted a dark ship on our starboard beam. When it made the international signal to stop, Captain Thompson ordered us to stop by this time he had made sure from the raking funnel, the high forecastle and poop and the long ram bow that the cruiser was German, he rang up the engine room and ordered full speed, at the same time putting the helm over and sheering off.

"I hanged away on my key until my fingers ached, asking the German every question I could think of, politely and impudently, but not a sign did I make. Then Captain Thompson called to me through the speaking tube and ordered my key and began to call, 'Highland Hope'—and our position. I forgot what it was—pursued by German cruiser, but the moment I started the message the German cut in with a wireless spark about five times more powerful than mine, and simply shouted down my message.

"Then he opened up, and this is what he said: 'If you send another letter, I'll sink you.'

No Use to Resist. "Then there came a report, and the scream of a four-inch shell—I called up the tube to the captain and told him it was no use, that another attempt to send a wireless message would only result in sending us to the bottom without even the chance for our lives, and the captain gave it up.

"Captain Thompson met Lieutenant Caley at the head of the bridge ladder and turned over the ship's papers to him. 'Where are you bound, captain?' asked Lieutenant Caley.

"To Buenos Ayres and then home," said Captain Thompson.

"Oh, no, captain," said Lieutenant Caley, with a smile. "You are going to the Argentine, indeed, but you are going for meat for the English expeditionary force in France." And I heard later, he named the precise port, which Captain Thompson had thought no one but he knew, where the Highland Hope was to have landed its meat cargo.

"The German then politely but firmly ordered Captain Thompson to pass the message to the German general staff." (Continued on Page Two, Column Five.)

PORTE EXPLAINS FIRING FRIENDLY; EAGLE SOOTHED

Turkey Voluntarily Informs America Gunplay Meant to Warn Port of Smyrna Closed.

WASHINGTON FULLY SATISFIED All Danger of Serious Complications Over Incident Has Been Removed.

MESSAGE FROM MORGANTHAU Two Ottoman Ministers Make Clear to American Envoy Action Not Hostile.

FORMAL REPLY IS AWAITED Governor General Offered to Take Decker to City in Auto.

DANIELS TO RESCIND ORDER Secretary of Navy Will Allow Commanders of Tennessee and North Carolina Latitude They Previously Enjoyed.

WASHINGTON, Nov. 22.—Turkey has voluntarily explained to the United States government through Ambassador Morgenthau, that the firing toward the launch of the American cruiser Tennessee last Monday was intended merely as the customary warning that the port of Smyrna was mined and closed to navigation.

Although the explanation was informal and the United States government still is awaiting a reply to formal representations, which Ambassador Morgenthau was instructed to make to the Turkish foreign office, it was generally admitted at the White House that all danger of serious complications over the incident had been removed.

Made Full Explanation. Ambassador Morgenthau reported that two members of the Ottoman cabinet, the ministers of interior and war, had fully explained the occurrence to him and high officials here said his message was filed before the instructions sent from Washington to discuss the subject with the grand vizier could have been received by Mr. Morgenthau.

President Wilson and his cabinet regard the informal explanation as a certain precursor of a satisfactory formal explanation and that guarantees for the protection of Americans and their interests will also be forthcoming from the Turkish government.

Will Rescind Order. Secretary Daniels announced that his order to the commanders of the Tennessee and North Carolina, suspending the navy regulations, which ordinarily give them wide discretion, would be in effect only until the present incident was explained.

Tomorrow he will rescind that order and give the captains of the two American warships the same latitude they had previously enjoyed. The vessels may not remain in Turkish territory waters, but will stay within a half day's sailing of the islands now belonging to Greece.

Summary of Dispatch. The following summary of the dispatch was given out at the White House: "Dispatches concerning the Smyrna incident have just been received from Ambassador Morgenthau, which were sent before he had received any communication from the State department.

"He informs the government that on the evening of the day on which the incident occurred (Monday last) the Ottoman minister of the interior informed him that the commander of the Tennessee had attempted to visit Smyrna in his steam launch, passing through the mine zone, contrary to the Turkish government's regulations, and that the boat had been stopped by warning shots fired towards it.

Requests Withdrawal. "He added that the governor general, after the incident, had offered to take the officer overland in his automobile. The minister of war later communicated with the ambassador fully informing him of the incident and requesting that the Tennessee, which was then at Vourlah, some distance from the harbor of Smyrna, should be withdrawn.

"The embassy had some time ago been officially informed that the port of Smyrna was closed alike to warships and to merchant vessels." (Continued on Page Two, Column Two.)

Canada to Increase Number Armed Men To 91,000 at Once

OTTAWA, Ontario, Nov. 22.—Canada will increase immediately to 91,000 the number of men under arms. Premier Borden announced tonight. Fifty thousand are to be mobilized and sent forward as requested by the war office.

In December a force of 17,000 will be dispatched to England and by a subsequent enlistment the total number of Canadians under arms will be brought up to 108,000 before the end of the year.

Premier Borden's announcement points out that 25,000 soldiers already have been sent from Canada. Eight thousand more are engaged in outpost duty in the Dominion and the new mobilization will put 60,000 others under training. When the contract of 17,000 leaves for Europe in December a further enlistment of 17,000 will take place immediately.

It is stated officially that an arrangement has been made by the British war office, whereby the British government will purchase field guns needed by the Canadian troops. Meantime the field artillery units are being trained with twelve pounders, the type used in the South African war.

Two Sons of De Wet Have Surrendered

LONDON, Nov. 22.—The Capetown correspondent of the Reuter Telegram company says that two sons of General Christian De Wet, the rebel leader, have surrendered to a magistrate in Capetown.

Several of General De Wet's chief officers, together with most of his supporters, to the west of the railway line, surrendered at the same time.

Servians Resist Austrian Advance

VIENNA, Nov. 22.—(Via Amsterdam and London.)—An official announcement issued by the Austrian general staff today says: "In the southern war theater, powerful Austrian forces have crossed the Kolubara river, but the Servians are resisting in several well chosen fortified positions.