

WANTS

GIRLS WANTED.—APPLY AT THE
Knitting Factory.

WANTED.—DINING-ROOM GIRL;
also chamber-maid. Apply at the Ingersoll Inn.

FOR SALE.—A DINING-ROOM OUT-
fit, nearly new. Cheap. Apply in writing to Box "C," Chronicle.

MAID WANTED FOR GENERAL
housework by March 1st. Apply to Mrs. J. E. Gayler, Oxford Street.

WANTED.—BOOKKEEPER TO
take place of man who has enlisted. Apply F. W. Staples, Ford garage.

WANTED TO RENT.—HOUSE WITH
conveniences, by March 1. Central location. Apply in writing to Box "A" Chronicle.

WANTED.—A YOUNG GIRL TO
help with light housework; one who can go home at night. Apply in writing to Box "B," Chronicle.

FOR SALE.—STORY AND A HALF
frame house in good repair. Property of the late Mrs. Smith, Catharine Street. Small barn on lot. Apply Geo. Sutherland.

WANTED.—A RELIABLE MAN WITH
some business experience with farmers, to represent us in Ingersoll and Oxford County. A permanent position for the right man. Highest commissions paid. Territory reserved. New specialties for season 1918-16. Stone & Wellington, Toronto.

FOR SALE AND TO LET.

PROPERTY FOR SALE.—FORMER-
ly known as the "Woodcock estate" on King Street east. Apply to Algonquin G. B. Fellows, Ingersoll.

FOR SALE.—HOUSE AND LOT WITH
all modern conveniences; first-class location. Terms reasonable for quick sale. If not previously sold will be offered for sale on the market on Saturday, Feb. 5th at 12.30 p.m. For particulars apply S. E. Brady, Auctioneer.

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WINTER TERM

From Jan. 3rd, 1918

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A. Macaulay, City Passenger and Ticket Agent, Ing. phone 5.
F. N. Burke, Station Ticket Agent, phones 36 and 91.

WAR SUMMARY

(Toronto Globe.)

The Zeppelin raid over the English Midlands on Monday night resulted in the death of at least 54 persons and the injury of 67, some of whom will not recover. There is no indication in the official reports as to where the casualties were most numerous. It is stated that bombs were dropped at various points in Derbyshire, Staffordshire, Leicestershire, Lincolnshire, Norfolk and Suffolk. The German official statement places the scene of the raid some distance to the north of the counties indicated in the British official reports, and says that a large number of incendiary bombs were dropped on and near the Liverpool and Birkenhead docks, also on the Manchester iron works and blast furnaces, on Nottingham and Sheffield factories and blast furnaces, and finally on a large number of industrial establishments on the Humber and near Great Yarmouth. At all these places, it is said, mighty explosions and violent fires were caused. The British official report speaks of 220 bombs having been dropped. Few of the explosive bombs weigh as little as 100 pounds, and one was dropped on Paris the other day weighing 600 pounds. The load carried was probably over fifteen tons of high explosives, and six or seven Zeppelins must have taken part in the raid.

The German purpose was the destruction of munition factories and shipping, and if the cities and towns mentioned in the Berlin report, were all actually subjected to bombardment which is more than doubtful, the raiders showed great shrewdness in their choice of objectives. Nottingham was a centre of the bicycle industry, and is now engaged in the motor car and motor cycle business on a very extensive scale. Sheffield is the great centre for the making of armor plate and heavy ordnance in the Midlands. Liverpool and Manchester are the twin centres of the Lancashire industrial area. The Germans seem to have been deceived by the prevailing fog into believing that they were farther north than they really were. The statement that Liverpool, Manchester and Sheffield were bombarded is not borne out by the British report, which would scarcely ignore a raid on centres of such importance.

There has naturally been a call for

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THE CHRONICLE

BOTH PHONES 45

more thorough defensive arrangements along the coast. A leading authority on aeronautics calls for a thousand aeroplanes and dirigibles. The difficulty seems to be that the Zeppelins, because of their remarkable manoeuvring capabilities, especially in rising almost at a bound hundreds of feet while aeroplanes are spiralling up to them, are not easily brought under aeroplane fire, and fly too high to make much of a target for anti-aircraft guns on the land. Britain will have to endure the Zeppelin raids as part of the price she must pay if German militarism is to be destroyed.

From Rome come despatches stating that Rumania will take the field in March on the side of the Allies. Her army is being speedily equipped with all the requisites for active service, and interventionist sentiment is growing rapidly. Rumania cannot afford to have as neighbor a Bulgaria so swollen by conquest as Ferdinand's kingdom has become. Meanwhile the Austrians are still moving south in Albania. The Serbs are retiring before them in good order towards Durazzo and Avlona. The Serbian stores are being removed to Italy, and it is quite possible that the Italians will hold only Avlona and the stretch of country contiguous to it. The Italian forces at Avlona have recently been materially strengthened, thence.

The London Times correspondent at Petrograd says that the defeated Turkish troops, which have now taken shelter behind the forts of Erzerum, appear doomed to famine and inactivity. Their presence has embarrassed gravely the overstretched garrison. It is asserted in other despatches that Erzerum is so lacking in provisions and military stores that the city cannot stand siege for more than two weeks. Its evacuation is said to have been ordered as the only means of saving the Turkish army of Armenia from capitulation.

How the Germans continue to magnify the result of operations on the western front so that the Berlin crowds will receive the bulletins from the battlefields with resounding "Hochs"—instead of throwing stones at the police—is well illustrated by the report of Sir Douglas Haig last night. He says: "The Germans in their communistic state that their captures included some British. The capture consisted of a patrol of five men, of whom two got away." There is no need for comment.

The Paris midnight statement tells of another German attempt to pierce the French lines northeast of Arras. It was immediately stopped with hand grenades. The roar of the Allied guns is heard continually all along the front from the Belgian frontier to St. Die, in Lorraine. The campaign is most vigorous in the region of Lille and Lens, and the opinion gains ground that the German offensive was in anticipation of a forward movement by the Allies, for which preparations were being made.

Germany's colonial possessions swindle daily. Official reports from General Dobell, who, by the way, is a Canadian, state that the coast of the Cameroons has been cleared of the enemy. The Germans still under arms are being harried continually by British and French columns, and many deserters are surrendering. The effective occupation of the entire colony seems to be in sight. In East Africa Gen. Smith-Dorrien is hard at work. He reports that good progress has been made with a branch line now being built for military purposes from the Uganda railway toward the German frontier. Since the occupation of Longido and the Serengeti camp a little over a week ago the enemy's activities have "sensibly diminished."

The capture of the British West African liner Appam by an armed merchant ship and the navigation across the Atlantic of the big vessel with hundreds of able-bodied men on board by a prize crew of one Lieutenant and 22 seamen is the biggest feat to the credit of the German navy since the war began. There is no denying the nerve and resourcefulness of the little group of Germans who brought the Appam into Norfolk, Virginia, with colors flying. The Germans, of course, knew that for the greater part of the voyage they would be considerably to the south of the route of vessels bound from the United States to Mediterranean ports, and that the chief danger of discovery or interception would arise as they approached the shores of the United States. That was why the last two or three hundred miles were covered under shadow of the night, and the Appam reached Norfolk in the early morning. The British Admiralty is one of the most efficient organizations in existence, and won't be caught napping again in the same way. A light cruiser will be kept hereafter off the Virginia Capes as well as off New York.

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