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LOSS OF RIGA BY LETTS REPORTED IN LONDON

CREW IN MUTINY DIVERTS BIG CARGO OF RIFLES TO FIUME

Steamer Persia, Bound for East, Sails Up Adriatic Instead.

Fiume, Oct. 11.—The steamer Persia, bound from Genoa for the far east with a cargo of thirty thousand rifles, ten million cartridges, twenty batteries of mountain guns and two heavy guns, for the troops operating against the Bolshevists, has arrived at Fiume. The crew mutinied in the Mediterranean and forced the captain to take the steamer into Fiume.

Open Rupture Occurs.

Fiume, Oct. 11.—An open rupture occurred on Thursday between Gabriele D'Annunzio, leader of the Italian insurgents in possession of Fiume, and Professor Zanella, leader of the Italian population of Fiume, opposed to annexation of the city by Italy, but in favor of an Italian protectorate over it.

As a result of a campaign started by Prof. Zanella against D'Annunzio, the latter summoned the professor to the palace. A long discussion ensued, in which Prof. Zanella, according to the press accounts, exclaimed fiercely to D'Annunzio:

"Your presence is perilous to the interests of Fiume."

D'Annunzio, enraged by Zanella's attitude, ordered him to leave the palace.

The incident has been widely discussed and has given a further impetus, it is claimed, to the movement of the Zanella party, which favors a Fiumian republic under an Italian protectorate.

According to information reaching the Associated Press correspondent, the plan of General Graziole, representing the Italian government, for the settlement of the Fiume question, includes the withdrawal of D'Annunzio's forces and their replacement by Italian regular troops.

COMPANY TO TAKE LOEW'S SECURITIES

New Corporation Will Retain Same Interest in Canadian Companies.

Largely thru the instrumentality of a local financier, a new company known as Loew's Incorporated has been organized to take over the securities of Loew's Theatrical Enterprises which was the parent company of the various Loew's theatrical interests, comprising upwards of 150 theatres owned, controlled or booked in the United States and Canada.

The new corporation came into being only after an exhaustive appraisal had been made of the company's assets, earning power, etc. by the auditors of the house of Morgan, and behind the new corporation in addition to Messrs. J. P. Morgan & Co. are the stock brokerage houses of Montgomery & Co. and Van Emburgh & Atterbury. The new company's immediate capitalization is roughly in the neighborhood of $20,000,000, with shares of no par value, and these will be listed immediately on the New York Stock exchange. This capital is to be increased development repuires it on the understanding that there will be $5,000,000 cash on hand practically at all times for this purpose, and the limit of cash under Mr. Loew's judgement to be used over the next few years to be $100,000,000.

The new company will retain the same interest in the Canadian companies as that previously held by the Loew's Theatrical Enterprises. But with the new capital and increased purchasing power, it will be possible to greatly strengthen the position of the various operating companies and enable them to have the first chance at vaudeville deals and films.

The preliminary negotiations between Mr. Loew and his associates and the financial interests were arranged by R. R. Bongard of Toronto who was the original promoter of the Toronto theatre.

Ed. Bayly, K.C., Chosen Deputy Attorney-General

The appointment is expected to be announced shortly of Edward Bayly, K.C., to the position of deputy attorney-general, rendered vacant by the death of J. S. Cartwright, K.C. Mr. Bayly has for some years been solicitor to the department of the attorney-general, and since the death of Mr. Cartwright, has been discharging the duties of the office.

The salary attached to the position is $4,500.

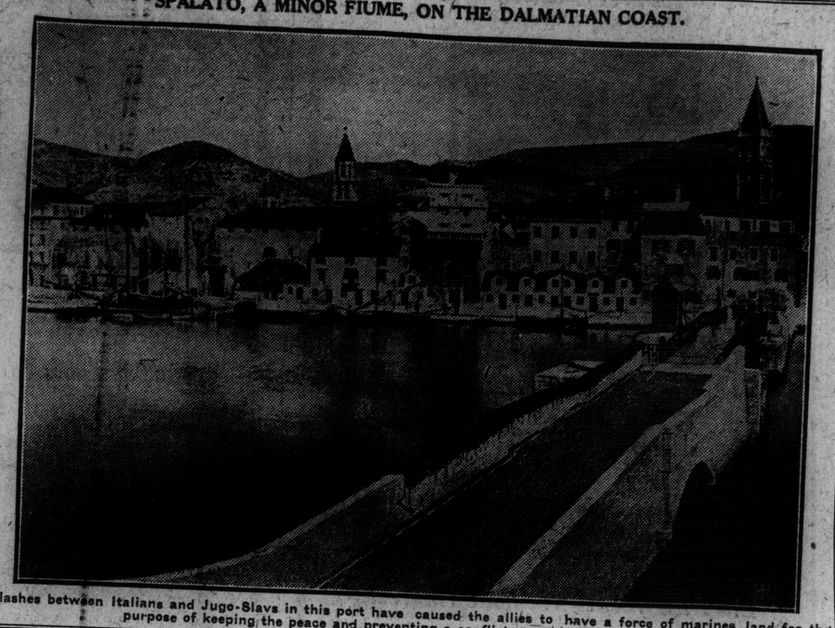
Poisoner of Her Children Adjudged Insane by Board

Pontiac, Mich., Oct. 11. — Mrs. Roy Lukart, who confessed that she administered a slow poison to her little daughters, Edna and Shirley, now in a Chicago hospital making a practically hopeless fight for life, was adjudged insane by a commission of alienists appointed in circuit court here this morning.

SUNDAY WEATHER.

The local forecast is: Mostly cloudy and quite cool on Sunday. Frost in most places Sunday morning.

SPALATO, A MINOR FIUME, ON THE DALMATIAN COAST.



Clashes between Italians and Jugo-Slavs in this port have caused the allies to have a force of marines land for the purpose of keeping the peace and preventing a conflict overthis burning question.

GRAND TRUNK'S FINISH ENDS MAGNATE MYTH

Charles M. Hays Was Destroyer---Legacies Left by Foes to Public Ownership Still Burden State.

The end of the old Grand Trunk means the end of the Canadian Railway Magnate Myth. The mighty are fallen; and soon there may be none so poor as to do them reverence. While the magnate era lasted the worshippers at its shrine were innumerable. They derided public ownership as the fetish of business incompetence. But while public ownership has gained immeasurably, the legacies of its foes burden the state. The trail of the magnate and the wake of the financial wizard are marked by one grand mess after another.

The destroyer of the Grand Trunk as a privately owned railroad was Mr. Hays, personally an estimable man, of great ability in his own line; but as a creator of railways—well, his great transcontinental scheme became a white elephant, and toppling over, has dragged the oldest railway of Canada with it. Both are helpless wards of the Canadian people, who are compelled to demonstrate the safety of public ownership with the colossal failures of the private "genius" about their necks.

How has this phenomenon come about? How is the average war burdened man, who finds himself in the place of a great railway proprietor, compelled to write vast cheques to overcome the deficits piled up by the wise—how is he to regard his relationship towards the great men who have presented him with this amazing load?

The magnate has always been incompetent when he presumed to manipulate the public interest. He never really touches the public interest till he wants the public credit to do something for his finances which he cannot do for himself. Usually he tries to commit the public interest to himself without committing himself to the public interest. There were many and enormous follies in the Laurier government's era of railway expansion. They will make a screaming chronicle of blunders for some acute historian a few years hence. But there was one redeeming feature at least of the Grand Trunk Pacific deal which may become the ultimate safety of public ownership in Canada. It was the guaranteeing by the old Grand Trunk of securities of the Grand Trunk Pacific.

The Grand Trunk could not make good on those guarantees when the nakedness of the Grand Trunk Pacific could no longer be concealed. That is what has compelled the cession of the Grand Trunk to the Dominion government. The C.P.R. and Canadian Northern leaders always predicted that this would happen, because they understood the grandiose scheme of a government transcontinental partnership with the Grand Trunk.

"The Grand Trunk Pacific will kill the old Grand Trunk," was a constant prediction among them even a dozen years ago. If they could see what was coming why couldn't the so-called statesmen see it? And, if they knew what was inevitable, why did they go on inciting the country to commit its credit to further railway expansion which, if the G.T.P. was bound to fail so tragically, was itself bound to fail? The answer is that the magnate being such a self deceiver, and having his own immediate financial interest to spoil his vision of the public interest, is the most incompetent leader the country can follow.

The Canadian Northern people knew the G.T.P. was bound to fail, and to drag the Grand Trunk down with it. But they failed themselves. In the result, as it is seen today, there is no choice between the wisdom of Mackenzie & Mann, and the folly of Hayes and Morse. And what dizzy folly that was; and how the country fell for it! In his office in Montreal in August, 1905, Morse, who had been given the job of building the G.T.P. by Mr. Hays, told the present writer that if the government would only allow him to import rails from the United States, he would build nine hundred miles of G.T.P. line in the prairie country during the next year. It was—speaking from memory—four years before the G.T.P. was completed from Winnipeg to Edmonton, less than eight hundred miles. For several years trains were run over that line on time tables which carried the statement that the line was being operated by the construction department—a construction department, mind you, operating sleepers and diners just like the Grand Trunk between Toronto and Detroit. The "construction department" was simple camouflage to conceal poverty of earnings and to make it easier to pay interest out of capital.

Folly? The magnates, with Dominion credit at the back of them, felt like Samsons who had slain a financial lion and were digging honey from the carcass. Thirteen years ago, when construction got under way, Saskatoon was not a very big place. In 1907, for instance, the town vaunted itself mightily because of its 22 automobiles. The G.T.P. magnates, being also in the town sites business, without obligation to the Canadian taxpayer, who alone gave them high credit in the world, thought they could dominate Saskatoon, to their own advantage. So, instead of building the G.T.P. thru Saskatoon, they ran it a couple of miles to the south, and put the station nearly three miles from the main street of the little town. Until recently the traveler to and from Saskatoon had to use a bus if he was on the G.T.P. The magnates utterly failed to pull Saskatoon to their station, and, finally a more sensible arrangement was made.

The plain truth is that if a publicly owned and managed enterprise committed a tithe of the follies that the privately-owned-with-public - money railroads have fastened on the map there would be outcries and political revolutions whose results would disturb the state for generations. As things are, the magnates are let out and the public are let in, and the investing public over the sea is led to believe that it is being martyred.

The position reminds you of the story of the good countryman whose brother, a golf-professional, had returned to his native village in broken health. "Yes," said the rube, to an inquirer after the sick man, "it's too bad about Bill. He's a perfect martyr to delirium tremens."

The magnates' mess has an international side that is socially romantic, and may have sad consequences to more than one hoary institution. The mess will make a railway porter of King George in the republic. "Tipping the King" may become a light phrase among the descendants of those who drove George III. from their hearths. The Grand Trunk is to be owned and run by the king. Within their sphere the king's servants are the king. His majesty's trains will run in Vermont and Illinois, and his dusky representatives will see you to your berth in Chicago.

It is an amazing prospect—for the dusky henchmen of the majesty that will conduct the train. What sort of a reciprocity will it be when the Dominion of Canada goes into the railroad business in the United States? Just now the Grand Trunk in the republic is being run by the United States government. Suppose the arbitration over the sums to be paid for the transfer of the Grand Trunk lines should be completed while the United States government still runs the American roads and hundreds of miles of railway owned by the Canadian government are operated autocratically by the republic—what sort of annexation will that be? The political and economic life of Canada promises to be one mix-up after another, with the royal crown transformed into a redcap in Chicago and Detroit, in Johnsbury and Portland.

The magnates' mess is a muddle, indeed.

The End of the Grand Trunk Adventure, and the Beginning of a National Salvation.

The Grand Trunk and its adventure with the late Charles M. Hays to build a transcontinental railway across Canada at an actual cost and more or less loss to the people of this country of half a billion dollars, is coming to a sure and certain end; tho, we trust, in the new deal it will even, at some further cost to this country, be merged into a real system of Canadian-owned railways across the continent, including over twenty thousand miles of road and many thousand employes, and covering the whole of the traffic-creating areas of the Dominion and the traffic potentialities of the future.

We've got to take over the Grand Trunk to save the country, to save all the other investments into which an unfortunate system of railway construction has brought us, and to save the Grand Trunk itself. Only by uniting the Grand Trunk with the Intercolonial, the Transcontinental, the Canadian Northern can we save our previous and other gigantic losses that impend. For instance, if we do not get the Grand Trunk we will have to spend one hundred and fifty million dollars in Ontario to make the National System effective. We cannot afford to lay down another unnecessary rail; but we may have to spend something more to get unification and co-operation and a real public service in transportation out of what we've got by the exploitations of others. That's all there is to it.

A Halo for State Ownership.

Ottawa, Oct. 11.—The Ottawa Citizen, commenting upon the railway legislation this morning, says:

The Canadian Pacific, being a paying system, standing on its own bottom and not seeking public aid, is, happily, in a class by itself, and does not figure in the calculations of the government or its supporters, with the exception of "Billy" Maclean. This same William is nevertheless, entitled to his halo for having advocated state ownership when it was derided by most of those who now support it and for having stuck to his guns from the drop of his hat.

Weeps in a Dry Country.

Kingston Whig, Oct. 8: The Ottawa correspondent of The Toronto World writes: "The sob sisters are everywhere in evidence. Judges weep on the bench, members of parliament weep in the house, cabinet ministers weep on every occasion." And all the while we thought this was a dry country.

GRAND TRUNK'S FINISH ENDS MAGNATES' MYTH

Impending national ownership finally demonstrates the incompetence of men who were regarded as magnates and financial wizards, but whose trails are marked by one mess after another, and who, by turning King George into a railway porter in the republic, are forcing a strange kind of reciprocity.

By An Old Railway Man.

BRITISH RATIFICATION OF GERMAN PEACE

London, Oct. 11.—According to The Mail, the text of the essential part of Great Britain's ratification of the German peace treaty signed by King George yesterday, follows: "We, having seen and considered the treaties, protocol and agreement aforesaid, have approved and accepted and confirmed the same in all and everyone of their articles and clauses, and we do by these presents approve, accept, confirm and ratify them for ourselves, our heirs and our successors, engaging and promising upon our royal word that we will sincerely and faithfully perform and observe all and singular the things contained and expressed in the treaties, protocol and agreement aforesaid, and that we will never suffer the same to be violated by anyone, or transgressed as far as it lies in our power."

RIGA CAPTURED IN ATTACK BY GERMAN-RUSSIAN FORCES

CO-OPERATION CAN ONLY BE SHORT BETWEEN GERMANS AND RUSSIANS

Great Racial Discord Already Exists Among Forces Attacking Riga.

Copenhagen, Oct. 11.—A report from Helsingfors states that the Esthonian government has received an appeal for help against the Russian and German forces attacking Riga, and is now discussing the situation with the Esthonian army leaders.

The Lettish legation in London stated that at least two Esthonian divisions would be sent to help the Letts. General Sodius of the Esthonian army, now operating against Petrograd, believes that altho the troops of Col. Avaloff-Bermondt and General von der Goltz are well supplied with arms and munitions, great discord exists between the German and Russian forces. Their co-operation, in his opinion, will last only a short time.

Authoritative Quarters in London Hear That Letts Had to Evacuate Baltic City Under Heavy Bombardment.

By Associated Press.

London, Oct. 11.—The reports of the Lettish evacuation of Riga declare that the Letts began evacuating the city at 1 p.m. on Friday.

London, Oct. 11.—It was stated in authoritative quarters here this afternoon that a German-Russian attack on Riga was carried out on Friday under cover of a heavy bombardment by German guns, forcing the Letts to evacuate the city.

The reported capture of Riga is regarded most seriously by military experts here. They say that between these German-Russian troops and the city of Petrograd there is no force that would prove effective in stopping an advance upon that city from which once it was reached, it would be difficult to dislodge them.

It was learned during the afternoon that well-informed circles in London accepted the capture of Riga as a fact. Their belief, it developed, was based upon a private despatch.

The Lettish legation here was without news of the latest developments in Riga. It expressed the fear that communications had been interrupted. (Cable advices received in New York today said that communication with Riga and other Baltic points had been cut).

It was stated at the legation that the Esthonians were sending at least two divisions of troops to aid the Letts against the Germans.

It was also declared that the Letts were prepared, in the event that the news of the capture of Riga was confirmed, to withdraw some of their forces from the Bolshevik front to join their Esthonian allies and the other Lettish forces in the Riga region.

No Confirmation

London, Oct. 11.—Confirmation of a newspaper report that German forces have captured Riga is being awaited here, but if the disparity of the rival forces is as great as reported in some despatches, the success of the attack on the city would not be surprising.

Up to 1.30 o'clock this afternoon, however, official news that the capture had been effected was still lacking.

The Morning Post, which is pronouncedly anti-German, attacks the British government for having "fumbled the whole question." It sees Poland "in danger of being throttled by the Teutonic grip now tightening on her throat," and says Premier Paderewski's flying visit to London recently was for the purpose of imploring help from Great Britain, which the paper hopes will be granted.

"The unintelligible chaos into which the least European situation is fast dissolving is the just nemesis of the allied policy to overthrow Bolshevism with the least cost to the entente powers." It describes that policy as a "mean gamble dictated by purely interested motives."

SOLVE FIUME PROBLEM BY NEW BUFFER STATE

Italian Government Has Agreed to Solution of the Adriatic Question---Conditional Clauses for Safeguarding National Interests.

Washington, Oct. 11.—Information has reached Washington that the Italian government has agreed to the creation of a buffer state comprising Fiume and the adjacent coastal territory southward to Breccia, as a solution to the Adriatic problem. The approval of the plan is conditional on the protection of Italian interests in the proposed state by the adoption of Italian methods of legal procedure and the confirmation of Italy's title to the former district of Fiume in the interior and along the coast to the westward. This is regarded by the Italians as absolutely necessary as a strategic military measure to insure the safety of Poland and other Italian Adriatic cities.

For the same military reasons the sanction of the plan is made conditional on the acceptance of the proposal that the Island of Cherso should be Italian, tho the Island of Veglia may be turned over to the new state. Some portions of Istria, too, are regarded as essential to the Italian scheme of defence at present at any rate and until such time as the league of nations has shown its ability to maintain an equilibrium in territorial matters.

OIL STRIKE ON FARM IN VICINITY OF LONDON

Leslie Mitchell, While Drilling for Water, Comes Across Crude Petroleum of Best Quality — Confident of Success.

London, Ont., Oct. 11.—While drilling for water on his farm near Pond Mills, which is between this city and St. Thomas, Leslie Mitchell noticed a strong odor of oil. This occurred at 70 feet and the deeper he went the stronger the smell. A sample was brought to London and proved to be crude petroleum oil of the best quality.

Drilling was continued and has now reached a depth of 85 feet. Mr. Mitchell is confident that he has struck oil, and altho several local financiers have approached him with offers for a lease he has so far not closed a deal and does not intend to do so until the offers are raised to a reasonable figure.

At one time London was the refining centre of Canada and hopes are now being entertained that this city will regain that position, and instead of thousands of dollars of London money going to Texas it will be invested at home.

PEACE RATIFICATIONS BY FRENCH SENATE

Paris, Oct. 11.—The French senate today ratified the peace treaty and also the Franco-British and Franco-American defence treaties.

The vote on the peace treaty with Germany was 217 for ratification, none against, and one abstentation — that of Senator Delhaye. The vote for the adoption of the ratification of the two defense treaties was unanimous, all of the votes being cast in its favor.

Only the formal act of the French executive is now required to bring into effect the second ratification of the three required ratifications by principal allied and associated powers. Great Britain has already completed her ratification.

FIRST WESTBOUND FLYER REACHES SAN FRANCISCO

First Lieut. Maynard Arrives on Pacific From Atlantic Coast Shortly After Noon Saturday ---Remainder Follow Rapidly.

San Francisco, Cal., Oct. 11.—First-Lieut. Belvin W. Maynard, piloting a DeHalinad four airplane, leader of the westbound fliers in the transcontinental air derby, arrived in San Francisco from Mineola at 12.07 p.m. today.

It was unofficially estimated that Maynard's actual flying time from Mineola, N.Y., to San Francisco, a distance of 2,701 miles, was 24 hours, 52 minutes, 55½ seconds.

Chicago, Oct. 11.—Despite bad weather over a large part of the course, army aviators today continued their transcontinental endurance and reliability contest. The flyers battled with rain in the east and high winds in the west, while the weather in the central states was unsettled. It is said that the leaders will reach New York and San Francisco, finishing the first half of the contest, this evening. Major Carlspalz, early in the day, gained the lead in the race from San Francisco to New York, while Lieut. Kiel is in second place and Captain L. M. Smith in third place.

Capt. Smith lost his way in a heavy rain seven miles south of Cleveland and broke a strut and a propellor in making a forced landing. The machine overturned in a ditch, but Capt. Smith escaped injury. Major Spatz and Lieut. Kiel arrived safely in Buffalo shortly before noon, the former leaving for Rochester at 12.40 p.m. They expressed confidence n ireaching New Yorkthat evening, despite the bad flying conditions.

Lieut. B. Maynard, "the flying parson," spent the night at Salduro, Utah, leaving there at 6.47 a.m. for BaBttle Mountain, Nevada, which he reached at 8.13. The last reports said he was speeding toward San Francisco, with the expectation of arriving there shortly before noon.

Lieut. L. S. Webster, third in the race, westward, was last heard from at Sidney, Neb. All the westward flyers complained of high winds.

LIEUT. KIEL LEADS.

Buffalo, Oct. 11.—Lieut. E. C. Kiel landed here at 11.48 a.m., leading the eastbound fliers in the transcontinental air race. Two minutes later Major Earl Spatz came in. Major Spatz left for Rochester at 12.40 p.m.

TWO WEEKS' DELAY FOR PORK PACKERS

Board of Commerce Defers Enforcement of New Meat Prices.

After sitting in private for some length the board of commerce Saturday issued the following statement for publication:

"The representatives of various packing houses having been heard with regard to the order of the ninth day of September, the undersigned consider it expedient that the matter be fully considered by all the members of the board before the request for variation of the order be finally dealt with. Therefore, for the present they simply order that the words, 'Fifteenth day of October,' when they occurr in the said order, be changed to the first day of November.

"Meanwhile, as Mr. O'Connor joined in the original orders, the representations will be conveyed to him in order that he may be given an opportunity to express himself regarding this application.

Signed H. A. Robson, James Murdock.

The order thus amended fixed the price of meats.

Mr. O'Connor is at present in Halifax, but is expected to return to Ottawa early in the present week, when the whole question of the packers' argument will be considered. A final decision is expected about Thursday next.

FRACTURE OF SKULL SUSTAINED BY GIRL

Hilda Staunton, 10, living at 165 Lansdowne avenue, was probably fatally injured Saturday morning, when she was run over by an automobile at Soraurau and Fern avenues. The child was still unconscious Saturday evening, and is suffering from a fracture of the skull. Identification was made by the mother of the little girl, who visited the general hospital in the afternoon.