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NEW YORK

SCARCITY OF EXPLOSIVES

Warring Nations May Soon be Unable to Manufacture Owing to Shortage of Chemicals

Chemists and experts on explosives call attention to the efforts made by the European belligerents resulting in cutting off in part the supply of raw materials used in making gunpowder, nitro-glycerine and other explosives. A large portion of these materials is imported usually by the nations involved in the present war.

Iron pyrites, from which sulphuric acid is made, is imported by Germany, Austria and the allied Powers from Spain and Mexico. California also is a producer, but has been unable to compete in European markets. Sulphur, used for the same purpose, is obtained chiefly from Sicily. With the allied fleets in control of the sea, Germany and Austria find it impossible to get cargoes delivered in their ports, and must depend chiefly on Italy for delivery by rail of this material at great expense. Italy taking arms against them, it was said, would cut off their supply of Sicilian sulphur. A limited amount of sulphuric acid, it was explained, is produced by the smelting of copper and other ores in Germany and Austria. This amount may be increased if necessary, but only at great expense and by construction of additional plants consuming much time.

At a counter blow at Russia the closing of the Dardanelles by Turkey within the past week will embarrass the Russian manufacturers of ammunition. Imports into Russia of cargoes of sulphuric acid, or of the materials that produce it, is considered impracticable by way of the Baltic owing to the activity of German war ships close the long, expensive route through the Arctic by way of Archangel, and also the entrance of such cargoes at Vladivostok for transfer over the Siberian railway.

France, England and Belgium, with control of the sea, have an advantage in cheap importation of sulphur by vessel from Sicily and of pyrites from Spain. They also have within their reach the principal commercial source of nitrate of soda or saltpetre in Chili. They are receiving in addition cotton from over sea for conversion into gun-cotton, the importation of which staple is becoming difficult for other powers at war. There are large quantities of cotton waste available for this use in Russia, Austria and Germany, it was said recently by one familiar with the subject.

Norway has entered in recent years into the production of nitric acid used in powder making with an electric method drawing nitrates directly from the atmosphere. Representative Herman A. Metz, who is at the head of several large chemical importing companies, said recently that this method could be employed economically wherever water power is available, as in Norway, for the operation of dynamos. The installation of such plants, he said, would involve much time and involve a large preliminary outlay of capital.

Glycerine used in making nitro-glycerine and its dependants, including gun-cotton and dynamite, Mr. Metz said, is produced widely wherever fats and fatty oils are available. He is inclined to the belief that immense quantities of explosives and of materials for their manufacture had been accumulated prior to the beginning of the war in all the countries concerned.

FAILURES IN CANADA FOR PAST 9 MONTHS

Large Increase in Number and in Amount of Liabilities — New Brunswick's Number Moderate.

For the first nine months of 1914 commercial failures in the Dominion of Canada show a large increase in both number and amount of liabilities, there being 1,942 suspensions involving \$17,471,689 as against 1,214 with \$12,798,534 of defaulted indebtedness for the corresponding period last year. When this year's figures are compared with those for 1910 and 1909, which were 947 for \$10,097,661 and 935 for \$11,998,632 respectively, the result is still more unfavorable. In fact the Canadian failures have not been so large in number or amount in any previous year. However, the rapid expansion in commercial and industrial lines, which has been taking place in Canada, necessarily brings a greater business mortality.

Every division in the accompanying table makes an unfavorable comparison as to the number of failures, but as to the amount of liabilities involved both manufacturing and the brokerage divisions show a decrease for this year. In trading lines a big increase appears, 1,458 for \$11,411,326 in 1914, comparing with 862 for \$6,157,892 in 1913 and 744 for \$4,677,448 in 1912, while in the brokerage class the best comparison is recorded, 34 failures for \$1,109,042, last year being much in excess of the 85 suspensions for \$870,867 this year as regards the amount involved. Although there is an increase in the number of manufacturing suspensions, 359 this year as against 318 in 1913, the amount of liabilities has decreased from \$5,531,600 a year ago to \$5,139,386 for the nine months in 1914.

Comparing the failures as distributed in the different Provinces this year with those of 1913, there is an increase in number in almost every instance, the exceptions being Nova Scotia and Newfoundland, while as regards the amounts involved only Quebec, Newfoundland and New Brunswick report decreases, all of moderate size.

The statement of Canadian failures for the third quarter of 1914, classified by branches of business shows an increase of insolvencies in both number and amount, 784 failures for \$6,

DUKE'S BRIDE WHO SEEKS TO ANNUL HER MARRIAGE



DUCHESSA ABRUZZO DE MAJO DUREZZO.

Facts of the shattering of another international romance, one in which society took a keen interest less than a year ago, came to light on October 7 when the Duchessess Arturo de Majo Durezzo, formerly Miss Elisabeth Frances Hannan, asked the Supreme Court in White Plains, N. Y., to cancel her marriage to the Duke.

The Duchessess makes the charge that before their marriage, which was a prominent event in society, on February 17 last, the Duke had been convicted of stealing \$600 from a hotel proprietor in Paris and, upon escaping from the country, had been sentenced to three years' imprisonment. He was under that sentence, according to the petition, when he married the sister of John H. Hannan, shoe manufacturer.

An alleged demand for \$50,000 "hush money" is also mentioned.

723,464 this year against 396 for \$3,206,036 in 1913 and 327 for \$2,671,609 in 1912. In manufacturing lines there is an increase in number, 123 for this year contrasted with 108 and 79, respectively, for the corresponding quarter in 1913 and 1912, but a decrease in total indebtedness, \$1,210,163 in 1914, contrasted with \$1,455,737 in 1913. In the manufacturing groups the number of suspensions increased over last year, while in nine of the groups the amount of liabilities was smaller.—Journal of Commerce.

KARLSRUHE REFUSED TO GIVE BATTLE

Pursued by British Cruiser Took Refuge Behind Island at Risk of Running Aground.

New York, Oct. 11.—The refusal of the commander of the German cruiser Karlsruhe to engage a British cruiser which chased him for many miles, and which annihilated the Spanish fleet in 1898. The story of the pursuit of the Karlsruhe and other German war vessels on British shipping in West Indian and South American waters, he said, have been much greater than reported here, and so long as they are able to continue this work it is improbable that the Kaiser's craft will fight if they can help it.

"No engagement was reported the next morning, and I can only surmise that the Karlsruhe succeeded in slipping away under cover of darkness, which was easy, enough so far as eluding a hostile ship is concerned, but exceedingly difficult in view of the care which the captain was compelled to exercise in navigating his vessel through the treacherous reefs leading to the open sea."

It was reported at Baracoa that the Karlsruhe had been surprised while in the act of taking coal from a merchantman, said Captain Anderson, but he knew nothing personally about this report. He said, however, that it probably was true and that it was his belief that the British cruiser had allowed the merchantman to escape in an attempt to force the Karlsruhe to fight. The depredations of the Karlsruhe and other German war vessels on British shipping in West Indian and South American waters, he said, have been much greater than reported here, and so long as they are able to continue this work it is improbable that the Kaiser's craft will fight if they can help it.

"The Karlsruhe was the first of the two cruisers to be observed as she neared Santiago at top speed, smoke belching from her funnels and her bow cutting such a clean sweep through the water that the spray seemed to go completely over her bridge," said Captain Anderson.

"The British cruiser came along a little later and, passing close ashore, was seen to be stripped for action. She, too, was leaving a cloud of dense black smoke in her wake, and in the gathering dusk seemed to be rapidly bearing down on the Karlsruhe. The German cruiser was easily identified, as she had become a familiar object in West Indian waters, but nobody seemed to be able to identify her pursuer."

"With the British cruiser coming within gun range and evidently making ready to open up her batteries, the German commander headed straight for the coast, disregarding the danger he was facing from hidden rocks and by a superb feat of navigation managed to reach shelter behind a small island which was well within the bounds of neutral waters. It al-

ready had begun to grow dark, and his movements were soon hidden from the British cruiser, which is said to have hove to outside the three mile limit, expecting to catch the quarry when she came out.

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On his arrival here Captain Anderson reported to Dudley Field Malone, Collector of the Port, that he had been ordered to stop by a British converted cruiser while he was within a mile of the New Jersey shore, but that he was not molested when he ran up the Norwegian flag.

The Karlsruhe had reached a point about half way between the Long Branch buoy and the Ambrose Channel lightship when the British vessel, which Captain Anderson thought was the Caronia, formerly of the Cunard Line, appeared through the dusk about a mile away and fired a blank shot. The Karlsruhe did not stop, but ran up the Norwegian flag, whereupon the war vessel turned around and headed out to sea.

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