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**The Mystery of the
 Lost "Bremens."**

Evidence that at least two of the ill-
 fated Super-Submarines lie in the
 ingeniously constructed British
 Traps Beneath the Channel or the
 North Sea.

The disappearance of the German
 super-submarine freighter Bremen
 has been the great sea mystery of the
 war.

When the Deutschland, the submar-
 ine of similar type, arrived at New
 London after her wonderful second
 voyage the other day, the first ques-
 tion Captain Paul Koenig asked was:
 "Where is the Bremen?"

Then when he found there was no
 news he said:

"Oh, we know she is lost, but the
 British did not catch her. She was
 lost at sea."

Evidently the captain was at sea
 himself.

German officials themselves now ad-
 mit that a Bremen had been lost in
 some way, but that does not solve even
 a small part of the mystery.

Only the existence of at least three
 Bremens can reconcile the statements
 made by the owners of the German
 super-submarines and their agents in
 this country.

As evidence of the fate of one of the
 three we have the unquestioned fact
 that a life buoy, bearing the Bremen's
 name was picked up near Portland,
 Me., on September 29.

The reports concerning the capture
 of the Bremen on the other side of the
 ocean and the discovery of the life
 buoy are among the many clues that
 establish the probability that Bremen
 No. 1 and Bremen No. 2 have been
 sunk or captured by allied warships,
 and that Bremen No. 3 has been wrecked
 off the American coast.

It is known that very effective pre-
 parations on a vast scale have been
 made by the British navy since the
 war began for trapping German sub-
 marines. The navy purposely pre-
 serves secrecy concerning the number
 captured, but foreign naval experts
 have estimated it as high as one hun-
 dred. One captured German subma-
 rine has been exhibited in the Thames,
 alongside the embankment, to stir
 patriotic enthusiasm among London-
 ers. Another has been shown in
 France with the same object.

The most effective method of catch-
 ing submarines has proved to be the
 sea nets used by the British Navy
 around the shores of the United King-
 dom. It is presumably to these that

the two Bremens have fallen victims.
 When a submarine is caught in one of
 the nets, it is understood that all on
 board are suffocated.

These nets, according to information
 furnished by the United States Navy
 Department, are 100 yards long and
 about 150 feet deep, made of heavy
 wire and cables. They are planted in
 many parts of the North Sea, as well
 as along the shore. The nets are an-
 chored and are suspended from sup-
 ports placed near the surface of the
 water. There are two bombs attached
 to each net. When the submarine
 strikes the net, the bombs explode, in-
 juring its delicate hull so as to disable
 it. At the same time the ends of the
 net swing around and envelop the sub-
 marine, thus making it impossible to
 escape by rising to the surface. Even
 if the bombs do not directly strike the
 submarine, the concussion produced
 by them in the water is sufficient to
 wreck the vessel's delicate structure.

When the submarine strikes the net
 it sends an electric signal to the Brit-
 ish naval stations and from these in-
 formation is flashed by wireless to the
 ships of the presence of a submarine.
 Thus if the net should fail to disable
 the submarine, the patrol ships can
 pursue it.

The fastest submarines can make
 about fifteen miles under water, while
 the fastest light war vessels can make
 as much as thirty. It is therefore
 easy to overtake a submarine. Tor-
 pedo-boat destroyers are effective for
 this purpose, but they are too valuable
 to be exposed recklessly to risk. To
 meet this condition the British Navy
 has acquired upward of one thousand
 swift American motor boats for the
 pursuit of submarines. They can
 make thirty miles an hour and get up
 speed on the instant.

In addition to these anti-submarine
 preparations, cables are stretched
 across the entrance of harbors beneath
 the water and large mine fields are
 laid at many places and frequently
 shifted. Thus you realise the terrible
 dangers that must be faced by the
 Bremen or any other submarine in
 these waters.

If we examine all the evidence in
 the case carefully, we shall find that
 Bremen No. 1 was probably lost before
 August 1, Bremen No. 2 before Sep-
 tember 1 and Bremen No. 3 before Oc-
 tober 1.

We know that the first submarine
 freighter, the 300-foot Deutschland,
 with a cargo of dyes and other German
 products, commanded by Captain Paul
 Koenig, reached Baltimore on July 3.
 Captain Koenig stated that he had
 taken seventeen days to make the pas-
 sage from Germany, which would
 have made the date of his leaving
 home about June 26. Expert calcula-
 tions show that the limit of the super-
 submarine cruising capacity is about
 twenty-five days.

Captain Koenig stated that the Bremen
 had then left Germany, that is, in
 the first week of July. This was con-
 firmed by the owners of the subma-
 rines, the Ocean Navigation Company,
 in Germany, by their American agents,
 the Ocean Forwarding Company, in
 Baltimore, and by many other sources.

Capt. Koenig said that the Bremen
 might be expected in a few days.
 The Deutschland delayed her depar-
 ture for Germany for an unexpectedly
 long time, in order to wait for the
 Bremen and consult with her com-
 mander. In a cablegram from Berlin,
 of July 20, Alfred Lohmann, President
 of the Ocean Navigation Company,
 owners of the Bremen, admitted that
 she had started on July 1, had then
 been at sea eighteen to nineteen days.
 He explained that the Deutschland was
 the first of a series of super-submarine
 freighters that would run weekly to
 America and that six were under con-
 struction. After this great fear began
 to be expressed that the Bremen had
 been lost. By July 28 Baltimore ship-
 ping men knew that the agents of the
 submarine in the city believed she was
 probably lost, as she had exceeded her
 supposed cruising capacity.

The Deutschland left Baltimore on
 August 1, having stayed here for 23
 days, a remarkable delay, considering
 that she had a cargo of nickel and rub-
 ber of vital importance to the German
 Army. She had been waiting for the
 Bremen and had given her up.

Early in August it became known
 that the Eastern Forwarding Company
 of Baltimore was preparing for the
 arrival of a Bremen at New London,
 Conn. Paul Hilken, manager of the
 company, F. Lewis and Capt. F. Hinsch
 went there to direct the building of
 warehouses and other preparations.
 They ordered two great warehouses,
 one of them 500 feet and the other 125
 feet long. A large bonus was paid for
 the hasty completion of the work.
 Tugs were engaged to patrol the sea

in search of the Bremen. A large car-
 go of rubber and nickel was kept in
 readiness to load on her.

These were serious and expensive
 preparations and proved that the
 agents had positive information that
 a submarine was coming.

But it must have been Bremen No.
 2 that they expected, for Bremen No. 1
 had left Germany about July 1 and by
 August 10, when the New London
 warehouses were nearly completed,
 about forty days had passed since she
 started and it is inconceivable that she
 could have remained at sea all that
 time.

On August 23 the super-submarine
 Deutschland arrived in Germany hav-
 ing taken about twenty-two days to
 make the trip from America. In a
 despatch from Berlin describing the
 great celebration over her arrival
 President Lohmann was quoted as
 saying that the Bremen had left a
 week before and was on her way to
 America with a cargo of dye stuffs
 and other commodities. Nothing was
 said about the inconsistency of this
 statement with previous ones. They
 can only be explained by the fact that
 he was referring to Bremen No. 2.
 Taking his statement and that of his
 agent in America we can establish the
 date of Bremen No. 2's sailing as
 about August 14. This is partially
 confirmed by a previous statement of
 the agents in Baltimore that on August
 4, she had not yet left Germany.

The end of September found every-
 thing still in waiting to receive the
 Bremen at New London and Balti-
 more. For instance, on September 25
 the tug Alert, under Captain Hinsch,
 and the German steamship Willehad
 were anxiously patrolling the sea off
 New London, looking for her. The
 warehouses were completed, the re-
 turn cargo ready.

But by this date the Bremen No. 2,
 which left Germany about August 14,
 could not be still cruising across the
 Atlantic. Therefore it must have been
 Bremen No. 3 that was expected.

There is very strong evidence con-
 cerning the existence of Bremen No. 3.
 On September 27 the Berlin press an-
 nounced the arrival of the Bremen in
 America upon official authority. It
 was an error, but evidently it was
 based on positive knowledge that the
 submarine was on the way and on a
 confident belief that she had arrived.

Now, the time required to cross the
 Atlantic had been proved by experi-
 ence to be from eighteen to twenty-
 two days.

The Berlin press wrongly announced
 the Bremen's arrival on September
 27. Twenty-two days from twenty-
 seven leaves five, and thus we reach
 the conclusion that Bremen No. 3 left
 Germany about September 5.

We have a good opportunity to con-
 jecture what has happened to Bremen
 No. 3. On September 29, two days af-
 ter her presumed arrival here, a life
 buoy was picked up on the shore at
 Cape Elizabeth, near Portland, Me.

The name "Bremen" was stenciled in
 black letters two inches high on both
 sides of the buoy. On one side of the
 canvas covering was printed a small
 crown. Over this mark were the
 words "Schutzmarke," meaning patent-
 ed, or trade-mark. Beneath were the
 words "V. Epping-Hoven, Wilhelm-
 shafen."

It was argued that the Bremen life-
 buoy is a "fake," in other words that
 it was made by a practical joker and
 thrown into the sea. In support of
 this it is pointed out that the common
 German word "Schutzmarke," is mis-
 spelled, being written "Schutzmarke."
 It is considered unlikely that such a
 mistake would be made on German
 Government property.

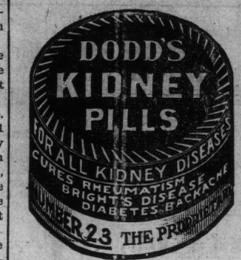
**No Indigestion Gas
 Or Stomach Misery
 In Five Minutes.**

"Pape's Diapepsin" for sour, acid
 stomach, heartburn,
 dyspepsia.

Time it! In five minutes all stom-
 ach distress will go. No indigestion,
 heartburn, sourness or belching of
 gas, acid, or eructations of undiges-
 ted food, no dizziness, bloating, foul
 breath or headache.

Pape's Diapepsin is noted for its
 speed in regulating upset stomachs.
 It is the surest, quickest and most
 certain indigestion remedy in the
 whole world, and besides it is harm-
 less. Millions of men and women
 now eat their favorite foods without
 fear—they know Pape's Diapepsin
 will save them from any stomach mis-
 ery.

Please for your sake, get a large
 fifty-cent case of Pape's Diapepsin
 from any drug store and put your
 stomach right. Don't keep on being
 miserable—life is too short—you are
 not here long, so make your stay
 agreeable. Eat what you like and
 digest it; enjoy it, without dread of
 rebellion in the stomach.
 Pape's Diapepsin belongs in your
 home anyway. Should one of the fam-
 ily eat something which don't agree
 with them, or in case of an attack of
 indigestion, dyspepsia, gastritis or
 stomach derangement at daytime or
 during the night, it is handy to give
 the quickest, surest relief known.



On the other hand it is pointed out
 that men make odd mistakes in spell-
 ing, that conditions of labor are ab-
 normal in German shipyards just now
 and that many Russian prisoners are
 probably employed there.

**American Colonel
 Gives Free Advice
 To Rheumatics.**

SAYS IT'S SHEER FOLLY FOR
 ANYONE TO SUFFER
 THESE DAYS.

Rheumatism can't be cured so long
 as your system is weak and run down.
 You must first build up and get
 strength to fight off the disease.
 Ferrozone cures because it builds
 up, because it renews the blood and
 dissolves the Uric Acid and the pol-
 son that cause rheumatism.

It is proved right here that Ferro-
 zone does cure.

Col. H. M. Riss, of Edwards, St.
 Lawrence Co., one of the fine old
 heroes of the Civil War, was com-
 pletely restored by Ferrozone. Read
 his statement:

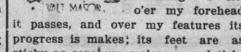
"I couldn't get around without a
 cane, and then only with difficulty.
 "Rheumatism took complete control
 of my limbs.
 "Suffering was more intense than
 hardships on the battlefield.
 "When my doctor had done his best
 I got Ferrozone.
 "Then came a quick change.
 "Ferozone gave me comfort at
 once, eased the pain and took the
 stiffness out of my muscles.
 "I am well to-day. Ferrozone cured
 me completely. I can jump and run
 like I did forty years ago."

Be sensible about your case. If
 your present medicine is useless give
 it up.

Don't experiment again. Ferrozone
 is known on all sides to be a cure
 that does cure. Why not get a supply
 to-day. The sooner you begin Ferro-
 zone the quicker you'll get well. Price
 50c. per box or six for \$2.50, at all
 dealers, or direct by mail from The
 Catarthozone Co., Kingston, Ont.

THE LINGERING FLY.

How tiresome
 and punk is the
 fly of November,
 which hangs on
 to life when it
 ought to be dead!
 A nuisance much
 greater I cannot
 remember.
 It ruins my tem-
 per and makes me
 see red. When
 snoozing I lie,
 o'er my forehead
 it passes, and over my features its
 progress it makes; its feet are as
 sticky as sorghum molasses, and tick-
 les like blitzen; the slumberer wakes.
 In vain are all efforts to scare it or
 shoo it; a swatter I choose, from the
 summertime pile, and then o'er the
 tables and chairs I pursue it, and
 mash in his head when I've trotted a
 mile. Then back to my couch I re-
 pair, with the feeling that I have
 awarded the last fly its dose; I snooze,
 and a fly ambles down from the ceil-
 ing, and climbs up my whiskers and
 over my nose. And then I rear up
 and disclose that I'm master of lan-
 guage that smokes when exposed to
 the air; I shatter the windows and
 big chunks of plaster fall down from
 the ceiling and clutter my hair. Oh,
 would that sea captains and pilots
 could con me! I shake up the welkin
 and rend it until my wife ties a pol-
 tice of flaxseed upon me, and puts me
 to sleep with a chlorodyne pill.



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Surface Oak, 42 inch top, 6 feet extension on good square pedestal. Value \$20.00. Our Price... **\$18.50**

Solid Oak, fumed finish, 42 inch top, 6 feet extension, supported on heavy pedestal. Value \$27.00. Our Price... **\$24.50**

Quarter Cut, golden finish, 45 inch top, 8 feet extension, supported on heavy handsome pedestal. Value \$55.00. Our Price... **\$47.00**

China Closet.

Dining Room Tables:

Quarter Cut, fumed finish, 42 inch top, extends 6 feet, supported on heavy pedestal. Value \$30.00 for... **\$27.00**

Oak, golden finish, square top, 42 inches wide, 6 feet extension, supported with 6 heavy legs. Value \$14.00 for... **\$12.50**

Quarter Surface Oak, golden finish, square top, extends 6 feet on good heavy legs. Value \$35.00 for... **\$31.00**

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