

ALLIED BATTLESHIPS READY TO OPEN FIRE UPON GERMANS WHO ARE ATTACKING RIGA

German Troops Under General Von Der Goltz, Together With Russians Under Colonel Avaloff Bermond, Are Reported to Have Attacked the Letts, Thirty Kilometers from Riga and Occupied Sklotsh—State of Siege Proclaimed at Riga as Precautionary Measure.

BRITISH AND FRENCH WARSHIPS AT RIGA CLEAR FOR ACTION

Copenhagen, Oct. 10.—British and French warships in the harbor of Riga have cleared for action, according to a despatch from Riga to the Lettish information bureau, on account of the attack by German troops under the commander General Von Der Goltz, upon the Lettish army defending Riga.

Copenhagen, Oct. 10.—While the Allied battleships at Riga are prepared, according to reports, to open fire upon the Germans attacking Riga, Berlin advises from Milau, 27 miles south of Riga, declare that the Russian and German forces in that vicinity have reached an agreement in regard to the gradual evacuation of the country. This has been heralded to the representatives of the Entente at Milau.

A Berlin telegram from Milau states that Colonel Avaloff-Bermond, on October eighth, handed to the Entente representative a note addressed "To the representatives of the Allied Powers in Russia," and reading: "In order to combat Bolshevism, restore order and secure the safety of my base of action; I have, as head of the Russian army in the Western provinces, made an agreement with the commanders of the German army corps occupying the country, under which I guarantee the gradual withdrawal of their troops and the safety of their transportation to Germany. The present Lettish government began to send a number of Lettish troops against the boundaries of my military base, which violated the neutral zone. This evoked a number of minor collisions while my troops were replacing German posts. I had given my posts orders, despite the continued provocation, not to let themselves become involved with the Letts. They thought it was on account of weakness."

PARIS INSTITUTES AN AUTOMOBILE POLICE PATROL

The Auto Squad Will Patrol Each Section of the City With the Object of Ending Night Attacks and Crime.

Paris, Oct. 10.—Automobiles were used last night for the first time for police patrol service in Paris. The Prefect is beginning the service with three cars, each manned by a sergeant and five policemen, and the plan is to have the automobile squad patrol each quarter of the city, calling at each police station every fifteen minutes. The object is to end the night attacks and crimes which have been very frequent since the armistice.

SUED FOR DIVORCE

Miss June Elvidge, of movie fame, who has been married to Lieutenant Frank C. Haggerty, of the Canadian Expeditionary Forces, last November, is once more in the public eye. The Lieutenant desires his freedom and in the papers filed refers to a certain mysterious Jack. Among Miss Elvidge's best known contributions to film are "A Woman of Redemptor" and the principal role in "Respect the Monk." Her husband is a resident of Ottawa, Ont., where he and Miss Elvidge passed their honeymoon.

"I was compelled to take measures for my military safety and occupy a new line, making it possible to march against and effectively combat the enemies of my country and Bolshevism. I hope that the Allied powers with my assistance will support my endeavors in accordance with the treaties and grant me all facilities to take requisite measures."

Letts Attacked. German troops under General Von Der Goltz, together with the Russians under Colonel Avaloff-Bermond, attacked the Letts, thirty kilometers from Riga and occupied Sklotsh, which is outside the demarcation line, according to a report issued by the Lettish bureau at Riga. The report adds that the attack was repulsed with sanguinary losses. The forces of General Von Der Goltz include imperial German troops, with tanks and airplanes, says the report, which adds that the Germans attempted to bombard Riga but were repulsed. The Letts claim that their losses were small.

State of Siege. A state of siege has been proclaimed at Riga as a precautionary measure. Reserves are being formed among those who are unable to go to the front. Soldiers who were starting toward the front were showered with flowers.

The Lettish bureau says the Germans and Russians attacked on the front of St. Olaf, thirty kilometers from Riga, on the shores of the Gulf of Riga, and occupied the coastal town of Sklotsh and also attacked the coastal town of Dubbelin, thirty kilometers from Riga.

Fighting on Whole Front. The Letts in addition to claiming to have inflicted sanguinary losses on the enemy and to have destroyed an armored train at the St. Olaf station, declare they cut up two companies of Germans with their machine gun fire. The fighting continues on the whole of the front.

Another despatch from Riga says the Germans attacked repeatedly during the night in cavalry, infantry, tanks and with all modern weapons, but that the Letts successfully counterattacked.

The despatch adds that both soldiers and civilians are filled with enthusiasm and that volunteers are joining the front day and night. These include students of all classes. Lettish soldiers who have been fighting with the British and French at Arras have just arrived at Riga by steamship and rushed to the front.

FAREWELL FOR MISSIONARIES GIVEN AT MONCTON

Number Soon Leave for Work in the Foreign Field—Some for the First Time.

Special to The Standard. Moncton, Oct. 10.—The Baptists of the Ninth District, N. B. and P. E. I., gathered here in the First Baptist Church tonight to participate in a farewell for a number of missionaries to the foreign field, some of whom have been home on furlough after seven and one-half years' service and others who are leaving for India for the first time. Rev. Dr. Bowley Green, pastor of the church, presided. Other pastors present were Rev. N. A. MacNeil, Gallipoli, Rev. R. H. Cochran, Moncton, Rev. C. W. Corey, Lewisville, and Rev. R. J. Crabtree, Lute's Mountain.

Missionaries present were Rev. G. P. Barnes and wife, of Dartmouth, N. S., Miss Machum, of Fredericton, Miss Eaton, of Wolfville, N. S., and Miss Helen Blackadar of Albert County, N. B. Miss Machum is going to India for the first time. Rev. Dr. Ross Eaton and Mrs. Eaton, who are also sailing with the others on the Empress of Asia from Vancouver on October 30th, were unable to attend. Rev. Dr. Green spoke a farewell message and was followed by Mrs. M. E. Cox of Forest Glen, N. B., divisional and provincial secretary of the Baptist Women's Foreign Missionary Society, who spoke for that body. All of the missionaries present spoke briefly urging the great need for missionary work in India, and also for educational campaigns.

Efforts Being Made To Organize Tribunal To Arbitrate Labor Disputes

London, Oct. 10.—As a result of the recent railway strike, and the general labor situation, strong efforts are again being made to organize a tribunal empowered to arbitrate all industrial disputes. The action of the Transport Workers' leaders in taking up the role as mediators in the recent strike has given impetus to a movement to propose the revival of the Industrial Council, appointed by the industrial conference called by Premier Lloyd George last spring. This council failed to prove effective as an arbitration body, owing to the refusal of the "Triple Alliance" comprising the railwaymen, transport workers and coal miners, to accept membership in it. Pressure is now being brought upon the "Triple Alliance" to reconsider its former attitude. "The neutral" chairman originally proposed for the council has not yet been appointed.

Great Britain Is First To Ratify The Peace Treaty

London, Oct. 10.—King George today completed Great Britain's ratification of the German Peace Treaty. The document ratified by him has been dispatched to Paris.

Great Britain's ratified copy of the Peace Treaty, as indicated by the foregoing, is likely to be in Paris by Saturday—the first of the ratifications by any of the great powers to be deposited there. Advances from Rome have announced the ratification of the Treaty by King Victor Emmanuel for Italy, but so far as known, the Italian ratification has not yet reached the French capital, there being some question as to whether the King's act, still lacking the sanction of Parliament, will be considered a valid ratification.

LABOR PROBLEMS AND IRELAND TO HAVE PRIORITY

Chief and Foremost Subjects for Discussion When British Parliament Convenes Oct. 22nd.

London, Oct. 10.—Labor problems and the Irish question will be given priority over other subjects upon discussion when parliament meets October 22. The alien bill is down as the first matter for consideration, but it will probably be postponed. The special cabinet committee dealing with Ireland and composed of Lord Birkenhead, the Lord Chancellor; Sir Laming Worthington-Evans, the Home Minister; French returns from the Secretary for Home Affairs; H. A. L. Fisher, Minister of Education; Walter Long, First Lord of the Admiralty; Sir Eric Geddes, Minister of Transport; Sir Ian Macdonald, Chief Secretary for Ireland and Viscount French, Lord Lieutenant of Ireland, will reassemble early next week when Viscount French returns from Ireland. The plan of procedure will be drafted during the ensuing meetings.

Labor Situation. The nature of the debate on the labor situation will depend upon the attitude taken by the labor party in connection with the conference with the Prime Minister yesterday, regarding nationalization of the coal mines. Robert Smillie, President of the Miners' Federation, and Frank Hodges, its secretary, state that the miners will probably not take immediate steps with reference to nationalization since the matter is now in the hands of the trades unions congress. C. W. Boverman, Secretary of the Congress, said that if a special committee was considered necessary to discuss the steps to be taken, the gathering would probably not be held until after the return from Washington of the British delegates to the International Labor Convention.

U. S. SHIPPING BOARD WILL NOT CHANGE WAGE SCALE

New York, Oct. 10.—The national adjustment commission of the United States Shipping Board voted today to maintain the existing wage scale for longshoremen on the piers of coastwise lines in New York, Baltimore, Boston and Hampton Roads district. The men have demanded an increase of from sixty-five cents to one dollar an hour.

DEPT. OF JUSTICE RELEASES POLES AND UKRAINIANS

Ottawa, Oct. 10.—The department of justice has given instructions for the immediate release of the seventeen Ukrainians and Poles who had been arrested at Ottawa in May, 1918, following a meeting of the Ukrainians which had been considered unlawful, and interned.

NUMBERED PLANE FORCED TO LAND AT GREENPORT

Made Perfect Landing in the Darkness Eighty Miles Short of Destination, Mineola, N. Y.

GASOLINE SUPPLY ABOUT EXHAUSTED

Machine Left Parrsboro With a Sufficient Supply Under Ordinary Conditions; Head Winds Proved Hard on Fuel.

(By A. D. Merkle, Can. Press.)—Greenport, Long Island, Oct. 10.—By the Canadian Press.—The Handley Page plane Atlantic, which was compelled to land here last night with her eleven passengers, eighty miles short of Mineola, will not resume her flight to Mitchell Field today, according to the present plans of Admiral Kerr, commander of the giant bomber.

The four eagle eight Rolls Royce engines, which had propelled a dead-weight of 28,000 pounds for twelve hours against an average head wind of forty miles an hour, constituting, believed, a terrific grueling, and will have to be given a thorough routine inspection before another start is made. This, together with the work of taking about the three hundred gallons of gasoline and forty gallons of oil ordered from Mineola last night, will make a getaway, in the opinion of Admiral Kerr, impracticable before Saturday at least.

When Major Herbert Brackley, of the R. A. F., brought the plane down to a perfect landing on an unknown field in a driving rain and in pitch darkness at 11.45 o'clock last night, there was less than twenty gallons of gasoline in the tanks. The machine started out from Parrsboro, N. S. with nine hundred gallons aboard, which was considered ample for the run to Mineola.

An hour before Long Island was reached, however, the main tank had become exhausted and all that was left to keep the engine running was that contained in the four auxiliary tanks with a capacity of twenty gallons each. Greenport's overflow from these tanks stopped and a landing was imperative. Swooping down to earth, a close up inspection of the ground was made by Ray Jagwood, a former member of the Canadian aviation service, who is employed here, flashed a signal warning the aviators of the presence of high voltage wires.

Aeronelle lights were flashed on various fields and along the main road, and flares were set up in an endeavor to assist the landing. But selected by the engine, the plane was forced to land on a field of corn, and a wide berth, and circling about again, far out over the Sound, again approached the fifty foot cliffs lining the shore. The engine was flashing and too low he gave the engines every thing he had in the way of gasoline and succeeded in clearing the cliffs by a narrow margin.

Chimbling at a high angle he made height sufficiently to shut off his engines and volplane to a perfect landing on the field one and one-half miles from the town of Greenport, where he was met by a strange coincidence. Major Brackley made the landing on the first anniversary of the day he was selected by the Canadian government of Belgium over their, and Queen's, evacuation of the German lines.

There are two stories of the trip. One is that four passengers, including W. H. Dennis, vice-president of the Halifax Herald, none of whom have anything of the rapidly diminishing supply of gasoline and expending no anxiety whatever through out the trip, and the other that of the officers and crew, who knew at the time that the engine was flashing and landing at night might be inevitable.

Arnold, chief mechanic, climbed out on his plane on repeated occasions in order to keep the pilot informed of the amount of gasoline available and the speed being recorded by the indicators, unrescued from the chart room in the darkness. Most of the flashlights were used by Arnold, and the batteries of all save one were exhausted when the landing was made. In addition to five hundred pounds of baggage, the plane carried four hundred pounds of mail, including advertising literature dealing with the possibilities of Nova Scotia prepared by the Halifax Herald and Evening Mail.

Weather permitting, the bomber will hop off for Mineola early tomorrow evening, according to an announcement tonight by Vice-Admiral Mark Kerr, its commander. "We will fly around Central Park, down Fifth Avenue and three times around the Woolworth tower before proceeding from New York to Mitchell Field," said Admiral Kerr. He added that the machine will remain here for several days before starting with twelve passengers on a non-stop flight to Chicago next week.

THE HOLIDAY

On Monday, Thanksgiving Day, The Standard will not be published.

Greater Opportunities For Trade Were Never Before Presented To Britain

London, Oct. 10.—"Never have there been greater opportunities for trade in Great Britain, and greater opportunities will present themselves in the future," said Sir Auckland Geddes, Minister for National Service and Reconstruction, today. "Nothing is more important for the country," Sir Auckland continued, "than to appreciate the outlook for trade and to seize the opportunities which the country's grasp. But we must have courage and determination and must summon the necessary unanimity. Every nation is short something that Great Britain can supply."

Referring in optimistic terms to the question of American competition, the Minister declared: "British manufacturers have a bugbear of American rivalry, but America is not well placed for world trade. Besides, she has her own troubles, while the exchange is hindering American exports. I assure you America cannot drive British trade from the world markets if we make up our minds to work together."

NEGOTIATIONS COMPLETED WHICH WILL RESULT IN ACQUISITION BY GOVT OF G. T. R. SYSTEM

Details of the Arbitration Were Placed Before Parliament Yesterday Which Will Give Members of House Opportunity to Study Them—Minister Sponsoring the Measure Welcomes Full Discussion—Legislation Will Not Go Through Unopposed.

Special to The Standard.

Ottawa, Oct. 10.—The long drawn out negotiations between the Grand Trunk directors and the government, which commenced on British soil in February, 1918, have at last been brought to fruition in Ottawa. A contract has been drawn up and, subject to the approval of the shareholders of the company on the one hand and of parliament on the other, a contract through which the Dominion will acquire some seven thousand miles of the railways which it already possesses, will this session be implemented into law. Roughly speaking the terms of the contract are as follows:

Firstly: The government guarantees interest on twelve and a half million pounds of guaranteed bonds. This interest will amount to about two and a half million dollars per year.

Secondly: There is a mortgage consisting of thirty-one million pounds, of debentures which will be a first charge against the gross earnings of the road, and the interest on which the road is now paying.

The government will acquire at a price to be fixed by arbitration first, second and third preference stock of the company, and one million of thirty-seven million pounds. The board of arbitration will consist of one person appointed by the government, one by the company, and one by the two appointees mentioned, and in case of failure to agree, the third will be appointed by a judge of the supreme court of Canada, a judge of the Ontario supreme court and a judge of the Exchequer court.

No maximum or minimum value is suggested to the arbitrators, who are empowered to apportion the value among the various shareholders. The government thereupon issues non-voting bonds which will be given in exchange on the basis of the allotment made by the board.

In the case of an unanimous report there should be no appeal. Other wise an appeal shall lie to the Supreme Court of Canada, or to the Judicial Committee of the Privy Council on a point of law. If it is discovered that material has not been submitted to the board which is material to its findings it may, within thirty days, be required to review the evidence on the strength of the new matter, and to amend its award if desirable, or necessary.

While the subject matter for arbitration is different from that suggested by the government in July of 1918, the results of the arbitration are almost similar. The original proposal was one of rental of the system, the government offering two and a half million a year for two years, three million a year for five years and three millions and three-quarters a year for twenty-five years thereafter. The negotiations of the Grand Trunk to the Grand Trunk Pacific, which is now in the hands of a receiver, and the fact that the American portions of the former road are now being administered by the United States government, rendered the rental proposal impracticable, and the government minister states that the easier way was taken.

The Drayton-Acworth report proposed an annual rental of \$9,000,000. To all intents and purposes the government is now committed at the outset to an annual rental, in the shape of interest of the guaranteed four per cent stock of about two and a half millions. The reason why this stock, should be so high is that the government, in order to keep the pilot informed of the amount of gasoline available and the speed being recorded by the indicators, unrescued from the chart room in the darkness. Most of the flashlights were used by Arnold, and the batteries of all save one were exhausted when the landing was made. In addition to five hundred pounds of baggage, the plane carried four hundred pounds of mail, including advertising literature dealing with the possibilities of Nova Scotia prepared by the Halifax Herald and Evening Mail.

German Mobs Smash Windows And Pillage Stores In Occupied Territory

Paris, Oct. 10.—Following the riot which occurred on Tuesday at Sarrebruck, in the occupied territory in Germany, in which a French major and three soldiers were wounded, several Spartacists were arrested, upon which workmen espoused their cause and demanded their release, promising in this case to help maintain order. The French authorities released the prisoners, but in the evening mobs, in which there were a number of men in German uniform, broke into clothing stores and other shops and pillaged them. At the same time shots were fired from windows at French soldiers.

A state of siege, was proclaimed and machine guns were brought out. Shots were fired into the air, according to the Petit Parisien. Pillaging was resumed Wednesday but quiet was restored in the evening. The strikers, it is declared, are showing a disposition to resigning work.

CINCINNATI JUBILANT OVER ITS CHAMPIONS

Mayor Proclaimed a Holiday Yesterday and Devoted Itself to An Official Celebration.

RAIN INTERFERED WITH PROGRAMME

Victorious Heroes of the Baseball World Feted and Dined by the City—Got Their Share of Money.

Cincinnati, O., Oct. 10.—Today, Cincinnati abandoned itself to the official celebration of the triumph of the Cincinnati Nationals in the World's Championship baseball series. Acting Mayor Jacobs proclaimed a public holiday between the hours of 8 a. m. and 12 noon, but rain caused a postponement of what was planned to be one of the most impressive parts of the hastily improvised program.

The Reds arrived in Cincinnati shortly after seven o'clock, and it seemed that half of the city was at the Central Union Railroad Station to greet them on their return from Chicago.

Cheers Racked Building. When the train pulled in the building rocked from the cheers, and when the Reds alighted from their train a wild scene of enthusiasm ensued. The crowd called the players by their first names and cheered them all, individually and collectively.

The players had to fight their way through the crowd to reach automobiles in which they were taken to the Business Men's Club, and the high school orchestra, breakfast had been prepared for them. Fans on foot followed the automobiles and there was quiet a parade formed.

Meanwhile, church bells, fire engine bells and factory steamboat and locomotive whistles added to the din. The elementary schools closed down until noon, and the high schools for all day and the pupils hurried down town to catch a glimpse of the new world champions. There were 400 speeches at the Club breakfast. Instead all devoted themselves to rejoicing over the victory. But there was one chant that seemed popular, it was this:

"Who took the sleep out of Gleason?"

Then the rain came up, as a result of which the demonstration planned for Fountain Square was postponed. Instead, the players went to Redland Field, where they held their last meeting of the season and prepared to receive their World Series checks as the victors.

Comiskey's Compliment

Chicago, Ill., October 10.—The Cincinnati Reds achieved the world's baseball championship because they played better baseball than his club, the Chicago White Sox, Charles Comiskey, owner of the losing team said today. Expressing disappointment at the fall down of what he termed "The greatest ball team that ever went into a World Series, Comiskey asserted, "as long as I could not win, I'm glad to let it go to Gary Herrmann and Pat Moran."

NATIONALIZATION MINES REGARDED POLITICAL ISSUE

Lloyd George Says Whole Issue is for the Nation to Decide Not Any Section of the Country.

London, Oct. 10.—An official report of the speech of Premier Lloyd George to the miners' delegation yesterday shows that he declared the nationalization of mines was a political issue which must be decided by the whole nation, and not by a section of the country. The Premier added that if his expression of the government's view on nationalization was unacceptable to the nation, there were means whereby the nation could not only carry out nationalization but could also carry out the government.

Sir Roslyn Wemyss Has Resigned As First Sea Lord

London, Oct. 10.—Vice-Admiral Sir Roslyn Wemyss has resigned as First Sea Lord. It is announced that he will be succeeded by Vice-Admiral Sir David Beatty, commander of the Grand Fleet. Vice-Admiral Wemyss was appointed First Sea Lord in succession to Admiral John R. Jellicoe, in December, 1917.