

POOR DOCUMENT

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GERMAN SCHEME FOR CONTROL OF DENMARK AFTER THE WAR

Offer to Return Part of Schleswig for Considerations—One Believed to be the \$25,000,000 Received for Danish West Indies

London, Oct. 24.—There have reached London details of a German plan to obtain ascendancy after the war in Denmark by offering to Denmark a small strip of former Danish territory in North Schleswig, in return for "a large sum of money" and presumably also, certain economic and commercial concessions. It is suggested by the Danish Liberal Hovedstadten that the sum of money involved is that which Denmark received from the United States as payment for the Danish West Indies.

This newspaper strongly denounces the German proposal, declaring that Germany expects to get not only money, but a hold on Denmark which would make Denmark economically and nationally a dependency of Germany.

The Hovedstadten is the only Danish newspaper reaching London which openly mentions the money paid by the United States for the Danish West In-

IRISH CONVENTION MEMBERS ASSIST AT QUANT CEREMONY

Cork, Sept. 30.—(Correspondence)—The members of the Irish Convention braved the dangers of mines and submarines a few days ago when they went by steamer to the entrance of Queenstown harbor and watched the Lord Mayor of Cork perform the quaint and ancient custom of throwing the dart into the sea to define the limits of his authority as admiral of the port.

This practice originated in a charter granted to the city by King Henry VII. in 1500. It prescribed that every three years the ceremony be performed at a point three miles outside the harbor.

This time, however, owing to submarines and mine menace, the mayor, winked at the custom and to the great relief of his 500 guests, satisfied tradition by casting the dart at the very mouth of the harbor.

Irishmen of all creeds and classes sat down to luncheon served on board. Noblemen broke bread beside the democrat and all seemed on good terms. The

Protestant Archbishop of all Ireland sat beside Catholic Archbishop Harty, of Cashel, while beside John Redmond were the Earl of Granard and Viscount Hildleton.

After toasts had been drunk to the king and success to the convention, Sir Horace Plunkett made a hopeful speech on the convention's prospects. "We have passed one very important stage," he said, "and are moving on to the next. All we ask is patience and credit for our good intentions. At the worst we shall have narrowed the differences which keep Irishmen apart. Irishmen of the north and south will continue to meet on better terms than they ever did before."

Several hundred persons lined the Cork docks to cheer the delegates as they embarked. Redmond received repeated friendly demonstrations which almost drowned a few hisses from isolated groups of political opponents.

After a trip down the picturesque river Lee to the Atlantic without incident, on return a halt was made at Queenstown where the delegates were entertained at the oldest yacht club in the world.

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Whether you are short, tall, stout or thin, whether you are above or below the average in any measurement, the Semi-ready Suit has been made to fit you and to look prepossessing when you wear it.

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You'll pay a little more to-day than last year—but Semi-ready price in the pocket protects against greed, for it keeps the other fellows in reason by establishing a standard of value.

The Semi-ready Wardrobe, Cor. King and Germain Streets

GERMANY LOSES HALF OF FLEET OF SUPER-ZEPPELINS

Washington, Oct. 22.—Germany probably lost one half of her total effective fleet of super-Zeppelins as the result of the raid of October 20, over England, according to official cablegrams received here. All France is exultant over what the dispatches declare to be the greatest defeat administered to an air fleet since the beginning of the war.

The gratification is more intense because it is now known that the German raid was an attempt to carry out a fearful threat of vengeance made four days before.

BRITISH DEFEAT TURKS NORTHEAST OF BAGDAD

Enveloping Movement Forces the Fox From the Plain to the Moun tains

London, Oct. 24.—British troops in Mesopotamia on last Friday began an enveloping movement near the Persian frontier, northeast of Bagdad, and drove the Turkish forces in the vicinity of Kizil-Robat across the Diala River. An official statement says:

"We have carried out successful operations in the vicinity of Delta and Kizil-Robat. Our columns began an enveloping movement on Friday and drove the enemy across the Diala River. The Turks destroyed the bridge at Kizil-Robat and retreated to the southern hills of the Jebel-Hamrin Ridge. We took some prisoners and captured wagon loads of ammunition.

"Kizil-Robat is a village on the Diala River, about seventy miles northeast of Bagdad, and four or five from the Persian frontier. No important British operations in that region have been reported for months."

PILLAGING ALSACE-LORRANE

German Government Seizes \$300,000,000 in French-Owned Property

Paris, Sept. 30.—(Correspondence of the Associated Press).—The advertising columns of German newspapers just received here give evidence of the liquidation by the imperial German government, of the property owned by French subjects in Alsace and Lorraine.

Private homes and estates are being sold, as well as industrial enterprises. The Frankfurter Zeitung of Sept. 1 advertised the liquidation of "a chateau, farm and forest of 610 acres at Wissembourg, in the Arrondissement of Sarreguemines, the property of Pierre and Henry Hausen of Paris and Marie de Roncy of Bar-le-Duc."

More is called "pure and simple liquidation" substituted at the outset of hostilities under the designation of "forcible administration" extended to the property of all French subjects and their "affiliations." That is to say, the property of German subjects in Alsace and Lorraine, but who have a son who had emigrated and served in the French army, or who had, before he became of age, renounced his German nationality, or Alsatian families that had been liquidated with French subjects or had French subjects as their employees or directors of their enterprises, is liable to confiscation.

The dispossessions under these pretexts became numerous under the administration of Dr. von Bethmann Hollweg as German chancellor, but have multiplied greatly under the new chancellor. They are taken as the direct result of a revived pan-German influence in the government.

The original excuse of "reprisals" having been rendered inapplicable by the attitude of the French government in refusing to confiscate the property of German subjects in France, the "interests of the empire" are now involved. It is not accomplished without protest, even in Germany.

Conrad Haussmann, a deputy in the Reichstag, declared in the Berliner Tageblatt that the decision of the German government was an "injustice toward foreigners," and he pointed out the danger to German interests abroad, inquiring particularly as to the effect upon Germany's economic interests if the reprisals of the Allies should be extended to German relations with the United States.

The value of the property involved and belonging to French subjects alone is estimated at the equivalent of \$300,000,000. The value of property subject to confiscation under the elastic rules thus far exposed may be double or treble that figure as the authorities interpret them strictly or loosely.

NEW SHIPS IF SUNK WILL SINK SLOWLY

Special Bulkheads Add Buoyancy To Steamers Fleet Corporation is Building

To Give Time For Rescue; Will Avert Great Loss of Life in Case of Submarine Attack; Special Attention To Transports

Washington, Oct. 24.—Transports and cargo ships now contracted for by the United States government will not fall an easy prey to the German submarine if the methods of construction put into effect by the Emergency Fleet Corporation of the United States Shipping Board prove to be as effective as engineers predict. There will be no more five-minute sinkings such as marked the destruction of the transport Antilles on its homeward journey, and every effort will be made to reduce to the minimum the danger of loss of life even if torpedoes find their mark.

At a heavy additional expense and in some instances at a slight sacrifice of carrying capacity, the Fleet Corporation is planning to equip its new ships with a system of bulkheads which will defy a single torpedo and keep the vessel afloat for a period long enough to permit those aboard to disembark safely, even though two or three torpedoes find their target.

Admiral Capps, the general manager, and engineers of the Fleet Corporation have no illusions about the practicability of building a nonsinkable craft, but they are confident that great loss of life can be averted, especially as the ships are to be conveyed by destroyers, thus making it precarious for submarines to continue their operations, particularly after the first torpedo is sent on its course.

By a system of bulkhead construction which has been studied out carefully, the contractors believe that, without cutting down the carrying tonnage of a ship to a point where the vessel would prove impractical, comparative safety can be assured for all on board.

Most of these vessels will be of from 10,000 to 12,000 tons and will be equipped with engines capable of driving them at sixteen knots an hour or better. They will be of steel construction of the latest design, and the bulkhead system will be extended if possible to guard the entire ship.

The most careful attention has been given to the design of the ships intended for the transport service. It has been found possible to extend the bulkheads in this class of ships without cutting down to any large extent the number of men carried. It is probable that there would, however, be little space left for carrying supplies other than those needed for the men on board.

The safeguards will not be as complete in connection with the carrying capacity of the ships as in the construction of these vessels.

The necessity for haste in construction also has received careful thought in putting the plans of the Emergency Fleet Corporation into effect. Expense has not been permitted to stand in the way of safety for men and cargoes.

It is believed, will prove worth while to be considered in the construction of these vessels.

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—and don't forget the Cigarettes!

"SMOKES" are probably appreciated by the boys in the trenches as much as anything else you could send them.

When making up your Overseas Christmas parcels this year, be sure and put in lots of cigarettes.

Nearly every letter that comes from the front expresses a preference for Virginia Cigarettes. CRAVEN "A" Cigarettes are as fine and pure a Virginia Cigarette as you can secure at any price.

Special Christmas Boxes are packed for Overseas. Each box contains individual packages of ten cigarettes each, and label for convenience in addressing.

Boxes of 100 Cigarettes . . . \$1.00
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AT ALL TOBACCO STORES

"A" Virginia Cigarettes

Owing to transportation difficulties, this year's Overseas parcels should be sent right away. Don't delay. Buy your cigarettes today or they won't arrive in time for Christmas.

HERDING ENEMY IN EAST AFRICA

Heavy Fighting Going on With German Rear-Guard Forces—Teutons Rapidly Retreat

London, Oct. 24.—Heavy fighting is going on between British and Teuton forces in German East Africa. The British War Office announces that the mission station of Nyangao was occupied by the British on October 17, after which the battle was resumed to the west of that place. The British force sustained considerable casualties and the German losses also were severe. The text of the statement follows:

"Our right column after advancing southward from the Mbemkuru valley occupied Ripundo on October 11 and established itself at the Luicelli mission on October 17, the enemy withdrawing to the eastward.

"The main body of the enemy retreating from Mbemkuru valley, covered by a strong rearguard, succeeded in making its way to Mahiwa, four miles south-west of Nyangao. The enemy rearguard, closely followed, was driven from its successive defensive positions.

"On October 15 an attack on the enemy's positions at Mpana was commenced, the German force being driven on Nyangao.

"On the 17th an enveloping movement around the mission station resulted in severe fighting, but by nightfall Nyangao had been occupied. The next day more severe fighting commenced to the west of Nyangao and still is proceeding. The British casualties were considerable, and the enemy's losses also were severe.

"In the Mahenge area Belgian columns advanced southward and are in touch with the British advancing from the west.

"In the Lawegu valley the British are engaged at Ringoli, forty-two miles south-southeast of Mahenge, with a strong enemy detachment which held Myondas."

100 Killed in Explosion in Belgian Plant

Amsterdam, Oct. 23.—The Echo De Belge says that a hundred workmen including forty Belgians, were killed and 100 injured by an explosion recently at Luttre, in Hainault province, Belgium. The material damage is reported to have been considerable.

GERMAN ENTHUSIASM GONE

Baltic Victories Unheeded by Suffering People

Geneva, Oct. 24.—A dispatch from Basle states that the great lassitude and indifference of suffering Germany may be gauged from the fact that the recent German victories in the Baltic and even the news of the prospective evacuation of Petrograd caused practically no enthusiasm in unofficial circles in spite of the efforts of the newspapers.

For the first time since the war, according to travelers, many towns were not bagged after a victory.

Colonel Feyler, a Swiss military critic, says that the German Baltic conquests can no longer affect the real end of the war. There is much noise, he says, like the Kaiser's speeches in the Balkans, but they have fallen on unheeding ears in Germany.

VALUABLE RIVER STEAMER ASHORE

Milwaukee, Wis., Oct. 23.—The steamer Roman, of the Pittsburg Steamship Company, is ashore at Fox Point, ten miles north of Milwaukee. There is danger of the vessel pounding to pieces as a heavy sea is running.

The Roman was en route from South Chicago to Escanaba. Twenty members of the crew were aboard. The life-saving crew has been unable to take them off. The vessel is valued at \$800,000.

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Mutt and Jeff—Jeff Made a Fair Wish at That By "Bud" Fisher

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I'M MAKING A WISH ON THE NEW MOON WITH A COIN IN MY HAND!

DO YOU STILL BELIEVE IN SUCH STUFF?

CERTAINLY, WHATEVER ONE WISHES FOR WILL COME TRUE! HERE, YOU TAKE THE QUARTER AND TRY IT.

WELL, HAVE YOU MADE YOUR WISH?

YEAH!

WHAT IS IT?

I WISHED I COULD KEEP THE QUARTER!