

GERMANS EVEN NOW PLAN ADJUSTMENT

American Association of Commerce and Trade Notes Interesting Progress.

MANY VISITORS IN BERLIN

(Correspondence of The Associated Press.) New York, Nov. 6.—Interesting notes on several phases of German industry are contained in reports from the American Association of Commerce and Trade, which have just reached here from Berlin.

The German machine industry, it is declared, is now in the process of a general readjustment, back to the production of implements of peace times as well as war. The fact that for two years many of the machine-producing factories have been concentrating on implements of war, in order to save themselves from stagnation, has caused the supply of machines for all other purposes to decrease. "And," the report continues, "since competition of normal times has practically ceased, the demand for machines for peace production has steadily increased."

"This is the case, for instance, with agricultural implements, manufacturers not being able at the present time to satisfy the demand, and works, furnishing equipments and supplies to mining, steel and iron concerns, are occupied to full capacity and hardly equal to the task of filling orders."

Reconstruction. "The result, therefore, is a period of replenishment and renovation of such overworked equipment that has now set in and which is limited only by the long deliveries required."

"It will be a tremendous undertaking after the war, to replace the worn-out machine equipment of German factories, a work that will require several years to accomplish."

Statistics of the German steel production month by month are given, showing substantial increases over 1915.

The coal and coke situation, the potash market and the linen industry are all favorably reviewed. The hop crop for 1916 is shown to be way below that for the previous year, there having been a considerable decrease in the cultivated area.

Many Travelers. The number of transient visitors in Berlin during the month of August was shown by the hotel registers to have reached a total of 110,452, which was a considerable increase over previous months. It is interesting to note that of this total number only 3,600 were foreigners, including 163 Americans. From hostile countries were recorded one each from France and Italy, two from England and 200 from Russia.

The annual fall fair in Leipzig is reported by the American association as having had very satisfactory results, showing a considerably increased demand for high quality goods of all sorts. "Experienced exhibitors," says the report, "explain this by the fact that a large part of the people are now earning much more than before the war."

The glass and ceramic industries reported good turnovers, as did the entire metal goods industry, the latter having learned to adapt itself to altered conditions, and many substitutes were in evidence for copper and brass. Large orders were recorded by the paper goods manufacturers, and novelties for the Easter holidays were sold in record time. Discussing the foodstuff branch inaugurated at the fair, the report says that the hundred exhibitors in this line were highly pleased with the results obtained, and the foodstuff exhibit promises to be a permanent feature of the Leipzig fair.

The text of an appeal to the people to subscribe to the fifth German war loan is quoted in the association's report as follows:

War Loan. "Notwithstanding recent political events, the Reichbank once more is calling the roll for a war loan. The financial leaders of the empire confidently hope that the performance of duty in this respect will not need an appeal to patriotism, but that the will to take part in the achievement of an honorable peace is, at all times, alive."

"The very increased number of our enemies forms an incentive to our efforts, spurring on to unsurpassed achievements."

"Our finances do not shake under the vast amounts which so far have been subscribed for, which will experience a further strengthening by the additional billions to be placed at the disposal of the empire."

End of War Will Close Service of Many Americans

(Correspondence of The Associated Press.) Manila, Oct. 11.—Harry Hershey, secretary to Governor General Harrison, states that the end of the year will see the retirement from the government service of 17 per cent of the American personnel. These Americans are taking advantage of the retirement law, which permits them to leave the service with a three-year pension.

It was stated that of 1,800 Americans in government employ at the time the law went into effect only half were eligible for retirement and about a third of these will have secured it by January 1. Practically every employee eligible for retirement has applied for it, but men whose services cannot be spared will not be allowed, at present, to take advantage of the law.

Panama Opens Harbor That Will Help Americans

(Correspondence of The Associated Press.) Washington, Oct. 19.—The republic of Panama has opened a new port on the Atlantic coast, about eighty miles from Colon, and begun construction of a government building there. The port is named Mandinga and is located on Mandinga Bay in the Gulf of San Blas. It has an excellent harbor with deep water and is only a short distance from important manganese ore mines owned by an American syndicate. Nearby is the site of a town to be named Nicuesa, to be developed under a government concession granted to an American who has long resided in Colon.

CROWN PRINCE AT VERDUN THANKS TROOPS—This is one of the few late photographs of the German crown prince at the front. He is shown here thanking some of his soldiers who distinguished themselves in defense of captured Verdun positions, which positions have since been entirely recaptured by the French.



CROWN PRINCE AT VERDUN

AP/WIDE WORLD SERVICE

SUBSEA RAID JUST ECHOES OUR STORY

German Submersible Duplicates Civil War Record of Confederate Lieutenant.

LOCALITY IS THE SAME

New York, Oct. 13.—The consternation occasioned in shipping circles by the raid of the German submarine U-53 is a remarkable duplication, naval men say, of what happened in 1863 at New York and other eastern ports when the Tacony, under the command of Lieutenant C. W. Read of the confederate states' navy, passed up the Atlantic coast, burning and scuttling American ships.

For two entire weeks Read continued his foray on American commerce and notwithstanding that more than forty cruisers and chartered vessels were sent out in search of him, the intrepid confederate was only captured when he ventured into the harbor of Portland, Me., in an attempt to cut out a steamer of that place.

During a period of three days the Tacony cruised off the Nantucket shoals and in that time burned a full-rigged clipper ship, bound from Liverpool to New York, a bark and a Liverpool packet. These three craft were destroyed in the same locality where the U-53 on Sunday last sent six steamers to the bottom.

Southern Daring. It was in May, 1863, when the confederate cruiser Florida, being off Cape St. Roque, Brazil, on a cruise against American commerce, captured the American brig Clarence. The Florida was commanded by Commander J. N. Moffit. Serving on the Florida as a watch officer was Lieutenant C. W. Read. Commander Moffit was about to burn the Clarence when he was approached with a request from Lieutenant Read to be permitted to take the Clarence, man it with twenty men from the Florida's crew and proceed to Hampton Roads, Va., there to slip in Fortress Monroe and cut out a steamer. With the steamer, Read proposed to cruise against American commerce, failing in the attempt to get by Fortress Monroe, Read proposed as an alternative then to proceed to Baltimore, Md., and fire the shipping of that port.

Commander Moffit approved of Read's request and transferred to the Clarence twenty men and one howitzer. With his new command Read parted from the Florida and followed a course for the American coast. One month later he was off the Carolina coast, where he burned and bonded three American vessels. Learning from his captors that no craft were permitted to pass Fort Monroe without strict examination and then only in the event that the vessel attempting to enter was laden for government account, Read decided to abandon his original idea and instead to make a raid up the Atlantic coast.

A Clever Ruse.

On June 12, when about fifty miles east of Cape Henry, the entrance to the Chesapeake, the Clarence made false signals of distress to a fine bark in the distance. The bark bore down on the Clarence and before its people were aware of it, Read's men had clambered on board, armed to the teeth, and the bark was their prize. It proved to be the Tacony, an American craft. Read at once saw that it was a fine craft and not being altogether satisfied with the sailing qualities of the Clarence, he burned the latter after first transferring his howitzer and crew to the Tacony. Before leaving the ground where the Tacony was captured Read gathered in three more craft, one of these, the schooner Schidel, he burned. The others, a brig and schooner, he bonded. Finding himself encumbered with many prisoners, Read transferred all to the last captured schooner and sent them into Philadelphia.

The Tacony now stood off shore laying a course to intercept the home-bound American ships engaged in the West Indies trade. On June 15, the Tacony being about 250 miles east of Cape Charles, it burned a brig. Then it made for the Nantucket shoals, where on June 20 and 21 it burned the three vessels above mentioned.

On June 23 the Tacony was off the Georges bank and in that locality it burned eight American vessels. By June 24 the Tacony had reached a position to the northward of the track of vessels bound from Europe to the port of Boston, and when at a point about 110 miles east of Portland, Me.,

it captured the schooner Archer. Read appreciating that many vessels must by this time be in search of him, decided to quit the Tacony. This he did by transferring to the Archer, after which the Tacony was fired.

Still Roams Sea.

Read now planned to slip into Portland, Me., and cut out a steamer at that port. He passed into the port with the Archer without being challenged and about 9 o'clock of June 26 he carried by boarding the cutter Caleb Cushing. This was a two-masted sailing craft. Before cutting out the Cushing the alarm was sounded and Read found it expedient to get to sea as quickly as possible. Manning the Cushing he made sail and managed to clear the harbor, but by morning the wind failed and the Cushing was surrounded by several excursion steamers filled with troops from the port, and at 11:30 a. m. of June 27 Read surrendered to the military on the steamer Forest City.

The advent of the Tacony on the American coast produced a record of alarms seldom paralleled in history. The Navy department was deluged with telegrams for a fortnight. The commanders at the Philadelphia, New York and Boston navy yards were ordered to send out every available craft, to charter and seize, if need be, any suitable craft capable of steaming within forty-eight hours. A week after the first instructions were sent out the Navy department wired to charter more vessels. In all more than forty steamers cruised in search of the Tacony, but not once was that vessel sighted. The whole occurrence indicated, naval men say, that it is of little use to inaugurate a search unless it is done in an intelligent manner and there was every indication that the search for the Tacony in 1863 was without any central control.

Cordons Useful.

The Tacony affair has been used as a striking illustration in naval problems in matters having to do with scout patrols. It was afterward shown that several of the searching craft were at times very close to the Tacony, but owing to a well-established system of control the confederate was able to slip through the cordon that it was attempted to form.

A year later the Confederate cruiser Tallahassee made a dash out of Wilmington, N. C., cruised as far north as Halifax and after absence of almost twenty days, until her return to Wilmington, burned or scuttled thirty-one American vessels. The work of destruction was accomplished in ten days of actual time, the remaining ten days being spent in cruising.

Commander J. N. Moffit on the Florida made a rapid passage over the Atlantic coast and then reached over on a long leg to the Azores. He also passed over the coast, but at no instance was the consternation greater so great as in the case of the raid as made by Read with his twenty men in the Tacony.

Australia Stays In Art Competition

(Correspondence of The Associated Press.) Melbourne, Australia, Oct. 3.—When it was decided recently by the federal ministry to revive the architectural competition for a design for the Federal Parliament house at Canberra (the Commonwealth capital site), which was suspended in September, 1914, on account of the outbreak of the war, Australian architects declared this was "practically giving the thing to the United States."

By this was meant the advantage held by Americans in that their nation is not at war.

The Victorian Institute of Architects protested against proceeding with the competition at present, but the minister for home affairs, King O'Malley, a Canadian, who was once a New York bank clerk, replied that the decision was that of the cabinet and was unanimous; that while some architects might not be able to compete on account of the war sufficient talent should be available to insure a satisfactory range of designs being submitted.

As announced by Mr. O'Malley the terms of the competition are: Designs must be in by January 31, 1917. A total sum of \$30,000 will be paid in premiums for the first eight designs, the first design entitling its author to \$10,000. The judges will be G. T. Poole, Australia; Sir John J. Burnett, Great Britain; Victor Laloux, France; Ethel Saarinen, Russia; and Louis H. Wagner, Chicago. The ministry will employ the architect placed first by the judges for the initial portion of the building, but only provisionally for subsequent stages, inasmuch as the construction of the edifice will be spread out over a number of years.

Persistence Is the Cardinal Virtue in Advertising.

Socialist Who Shouted "Stop the War" is Not Honored in France

(Correspondence of The Associated Press.)

Paris, Oct. 12.—Pierre Brizon, the socialist, deputy who recently called upon Premier Briand "to stop the war," and gave the premier occasion to deliver in the chamber one of the most eloquent speeches of his career, is not taken seriously in France, but some portions of the address he delivered in opposing the war credits are interesting. He is one of the three dissident social deputies who met a number of German specialists during the war in conference in Switzerland. In the course of his attempt in the chamber to arrive at a calculation of what the war costs, he said:

"How many men shall we have lost at the end of the war? I have said that it will last another year still, at least with the policy of Monsieur Briand. Supposing that, at the end of the war, France has a million and a half of men killed. Going back to our calculation of the value of their work and taking an average of thirty-three years of effective labor for each man, we reach the sum of 100,000 francs for each individual. Multiply 100,000 by 1,500,000, and you obtain 150 million francs as the economic value of the Frenchmen who will have been killed during the war."

"Thus we have the three figures; fifty billions and more public expenditures at the present time; in a year more thirty billions more, making a total of eighty billions for public expenditures. Let us estimate five billions for the preparation of war damages, making eighty-five billions, to which we must add our old debt, that we are too likely to forget in these days, of thirty billions, which makes 115 billions. There is the gulf that is to be filled in actual cash, which, added to the 120 billions of economic loss, brings the cost of the war up to 315 to 320 billions of francs."

"Yes, in the capitalistic period in which we have lived for a century past, wars, colonial wars, and the present war is nothing but business. "Now business is treated in a business way, intelligently, prudently, with clear eyesight upon the future. Instead of giving the blood of his country, if Monsieur Briand could but result that we wish to attain victory, according to you, or national independence that we all of us want—by negotiation or through intermediaries, we can, and we ought to negotiate. Before having arrived at absolute, positive proof that any peaceful solution is impossible, we have not the right to continue to throw, without counting, the people's billions into the abyss and masses of men under the drum-fire of death."

Cashing Soldiers' Needs Is Profitable Business

Paris, Oct. 12.—The French "sutler" has shown his cunning by thus far resisting all efforts of the commissary department of the army to cut down the enormous profits he makes out of the soldiers in the zone of the armies. Camembert cheese, a favorite supplement with the men near the front, and which is dear enough in Paris, brings from three to four times what it really ought to sell for at the repose stations. Other luxuries bring proportionate prices in spite of the itinerant bazaars organized by the commissary department. The motor peddling cars are not swift enough to get the better of the "sutler."

The commissary department is now trying another remedy. Two immense general stores have been established at important distributing points behind the front with a view of furnishing more promptly everything the soldiers need in addition to their regular rations. Each store is sufficient to supply 300,000 men and the provisions supplied from them may be more readily carried to the men than by the motor-hazard method which required more cars than could be spared.

Each of these general stores employ 3,000 men and fifty officers. Other stores will be established if it is found necessary.

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WAR MAKES FRENCH SOLDIER GROW TALL

Back to Natural Mode of Living, Fighters of France Thrive Healthfully.

THOUSANDS LIVE IN CAVES

(Correspondence of The Associated Press.) French Front, Oct. 11.—In all the villages, numbering between thirty and forty, captured during the Entente offensive on the Somme, supply columns mingle in what looks like confusion, but this is more apparent than real, for everything works with the utmost precision and order.

So soon as a position has been taken the supply depots move up and arrangements for feeding the men composing the first, second and third lines are made with extraordinary rapidity. In the combatant lines themselves the movements of the troops are naturally hindered from view. Every man is called upon to dig himself in and in a very few hours even on a field of battle such as that extending north and south of the Somme over a length of forty miles and a depth of perhaps ten, scarcely a human being can be seen.

Efficient System.

Behind the lines distributed over an area probably fifty miles square, are parks of vehicles and provision and ammunition depots. These are all connected by dozens of lines of light narrow-gauge railroads, laid with unbelievable rapidity and intersecting the fields in every direction. Horses are tethered in thousands waiting to be attached at any moment to vehicles of every sort used to dispatch supplies to any part of the line. Along the roads, most of which have been specially cut even while the shell-fire was still heavy, in order to relieve the main national routes usually reserved for the heavy motorlorries and staff motor cars, convoys of cars ranging from the small donkey-cart to the large supply wagon with a team of four horses continually move to or from the fighting line. Junior officers, many of whom in private life occupy high positions in business, seem to have adapted themselves swiftly to the new life so different from their regular occupation.

At every intersection one of them is posted to direct the traffic, and they do so with all the efficiency of the members of a city police traffic squad. Never during his sojourn with the French armies has the correspondent of The Associated Press observed any serious congestion.

Occasionally a German long-range gun will tear great holes in the roads in the endeavor to prevent reinforcements coming up or the approach of ammunition columns. At once large squads of men supposed to be enjoying a rest from the rigors of the front line are put to work to fill the gaps with fresh macadam and huge steam rollers appear from everywhere to level the surface. Then other men come on with tar pails and brushes and coat the surface to prevent the rising of dust as much as possible.

The houses of the recaptured villages, when they are still standing, are largely in ruin, but most of them are repaired and utilized as stables for horses. Some of the cellars have not suffered from bombardment and frequently squads of men are billeted there. As a rule, however, the men in the rear of the fighting lines are compelled to build or excavate their own habitations. Generally they prefer to dig them out of the slopes of the hills and often they are so ingeniously constructed that only on near approach can they be seen. Tens of thousands thus live in caves, where they sleep on bundles of straw spread on the ground. During the two years of war they have learned to make themselves very comfortable under these conditions so different from those of their ordinary lives. All the men look in splendid condition, and the army doctors report a very small percentage of sickness among them.

Anyone who has lived with the French in times of peace, at once remarks that the soldiers seem to have increased both in stature and strength during the war. The men of the nation appear to thrive since they have returned almost to primitive conditions and been deprived of the comforts to which they had become accustomed.

Getting Even. "Now, what do you want?" asked the sharp-tongued woman. "I called three. I could sell you some bakin' powder, ma'am," said the sooty gentleman with the staggering whiskers. "Well, you can't sell no bakin' powder here, and I ain't got no time to waste on peddlers anyway."

"Come to think of it, ma'am," said the sooty gentleman, as he fastened his bag, "I wouldn't care to sell you any powder. This poky little kitchen of yours is so low in the cellar that the bread wouldn't have no chance to rise."—Dallas News.

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Alaskan Engineers Making Big Effort To Rebuild Railway

(Correspondence of The Associated Press.) Seward, Alaska, Oct. 12.—The Alaskan Engineering commission is now employing a force of 525 men and sixty-four station men in the rejuvenation of the Alaska Northern railway, which was purchased by the government, when the selection of the route was announced by the president.

The work consists of rebuilding bridges, elimination of high trestles with fills, improvement in the alignment and some slight reduction in the grades. There will be a small reduction in the maximum grades on the twelve-mile and forty-five-mile summits. Many of the fills have been widened, and much ballasting has been done. Across Placer river, in front of Spencer Glacier, temporary trestles and fills have been made for a distance of over 3,000 feet, which will be replaced next year by a permanent trestle raised ten feet above the present level of the track. New shear and diversion dams are being constructed so as to control the waters of the river and to prevent washouts, which have been an annual occurrence since the road was constructed.

Seventy-five thousand new ties have been laid, and it is contemplated that before the work of rejuvenation is finally completed to Mile 71, over 200,000 ties will have been laid.

A machine shop has been built at Seward to replace the one which was burned early last year, and all repairs are now being made in that shop.

The road is now in operation to Mile 64 from Seward, and a freight train is operated over the line every Sunday and a passenger train on Mondays, Wednesdays and Saturdays. It is expected that the line will be opened and in operation to Kern Creek (Mile 71), the end of the track, this month. Kern Creek will be a distributing point for that part of the work on Turnagain Arm, which will be done from the Seward end, as well as for points along the Arm, and considerable increase in traffic is expected as soon as the line is completed to that point.

The work is being prosecuted under the immediate supervision of R. J. Weir, engineer in charge. Mr. Weir has also charge of the new construction work along Turnagain Arm between Kern Creek and Glacier Creek, a distance of four miles. This is all expensive rock work, and it is estimated that it will cost approximately \$250,000. There are now several station gangs at work on this portion of the line. It is expected that it will be completed by spring, when the work along Turnagain Arm will be prosecuted as fast as funds and material will permit.

Altogether contracts have been let at Seward to station men aggregating \$150,000 on work between Seward and Glacier Creek, and in addition to that the monthly pay roll of the Alaskan engineering commission at Seward now amounts to between \$40,000 and \$50,000.

Germans Say Americans Teach Belgians to Loaf

(Correspondence of The Associated Press.) Berlin, Oct. 12.—"Idleness has a certain attraction for the Belgian in that the American Relief Committee builds golden bridges for the unemployed through its relief funds," according to the Vossische Zeitung. This it takes to be a partial explanation of what it admits to be the very

large number of unemployed in Belgium. There were at the end of June, it says, 666,913 men, 309,532 women and 387,132 children without employment. Up to that time, 146,400,000 francs had been distributed to the unemployed.

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