

MASTS OF SHIPS WERE STICKING UP OUT OF WATER

Herbert Flint Sees German Victims in Havre Harbor.

Outer Waters Infested With Wrecks of Boats.

ALL BUSINESS FOR THE WAR Nothing But Determination on Part of the Allies.

State Journal Correspondent's Account of War Sights.

BY HERBERT FLINT. (State Journal Special Correspondent in Europe.)

London, Aug. 8.—Well, here I am in London after receiving the first real thrill I've had so far. This came when I crossed the Channel from Havre to Southampton on the night of August 5-6.

I sailed into Havre about 8:30 the evening of August 4, expecting to take a boat about 10:30 that night. I found the woods simply running full of English Tommy's, welcome sound as well as sight, you bet, after trying to make out the French jabber for a month, and outside the city I saw great camps of Tommys, for this is a great place for landing troops from across the Channel.

But as you know, there was a German submarine operating in the Channel the day before I got to Havre, and the survivors of one ship were landed there. So I was delayed a whole day in Havre while the English cleared the Channel. I started out the morning of the 5th to see what I could see. About the first thing I ran onto was a captured German submarine lying in the harbor near my Channel boat. It was fish about sixty feet long, and seemed to have seen a good deal of service. French mechanics were climbing all over and into it and tearing it apart to see how the critter worked, but when I looked out toward the outer harbor I rather thought their curiosity wasted. There about a mile from the sheltered harbor proper I could see seven or eight masts barely sticking up out of the water—evidence of the work of perhaps this very boat early in the war. The outer waters were simply infested with wrecks, and in the inner harbor I could also make out a big boat with a sailing hole in its side that had evidently been raised and brought in for repairs.

The inner harbor gave me the best idea of the naval side of this war that I have yet seen.

Red Cross Liners.

Just across from where I stood were two great Atlantic liners made over into Red Cross hospital ships. They were handsome big fellows with a row of green lights extending their entire length and a big red cross in the middle, so that when they made their nightly passage they could be recognized for miles as non-belligerents. Next to these were three transports loaded to the gunwales with troopers, freshly arrived that morning from England.

I could faintly hear from time to time the chorus of "Keep the Home Fires Burning" and "Tipperary" as the men waited for breakfast.

Then, of course, during the day, I saw battleships and destroyers and any amount of smaller commercial craft. There was also a seaplane station on the wharf. And at the narrow harbor entrance I could just make out a long line of black buoy-floats, indicating the presence of a net of mines closing the harbor. Late in the day a small boat went out and cautiously pulled this barrier back and traffic was resumed—the coast was clear again.

Saw German Prisoners.

I also got a glimpse at real German prisoners for the first time at Havre. Here they suddenly appeared down the main street, about five hundred of them, dressed in the regulation heavy boots, dirty war-worn uniforms, and the odd little round rimless hats they wear in the trenches. I stepped up to within twenty feet of the marching men and took a good squint at them. They seemed to me in every way first-class fighting men—healthy, of average size, and intelligent looking. In fact, I thought I spotted a couple of university professors in the lot. They did not seem at all downhearted, but rather were inclined to grin a good deal and joke among themselves as they swung along at a half goose-step, paying less attention to their guards than the guards paid to them, which was almost none at all, it seemed to me.

Well, our boat suddenly decided to try the passage about 10:30 the night of August 5 I carried my baggage below, looking for a stray berth.

Lantern as a Light.

The boat was simply jammed—and when I got on deck again, groping my way about in the all but Stygian darkness, I found the lights of Havre disappearing behind me. Our little boat was extremely fast, making at least twenty-five miles per hour. Our only light was a small lantern on the stern; indeed, we on deck were given orders not even to light a match. As a further precaution, the boat constantly sailed a zig-zag course. About five miles out of Havre a black object suddenly passed between us and a light buoy—the other channel boat arriving from Southampton, we guessed. Ahead of us, just before I went below to get some sleep, I saw two big hospital boats, blazing green from end to end, and cloven in the middle by a bloody red cross—at once a handsome and terrifying sight, for we knew they were loaded to capacity with wounded.

I slept the sleep of the sinful that night, and when I crept on deck just as dawn began to break, the boat was swinging quietly off the south end of Southampton harbor proper, while two small row boats, one of the mine field for us, and I was in England.

Business of War.

By noon I was in London. Naturally I am still contrasting France and England, to the detriment of the latter. The first thing I noticed from the train was that all England seemed to be nothing but a park, in place of the fields of grain right up to the railroad, which I had seen between

Paris and Havre, here in England grain fields were the exception, pasture the rule. But the business end of war was very apparent everywhere. Nearing London we passed training camp after training camp, with endless rows of tents, aeroplanes maneuvering, and acres of sample trenches fitted with barbed wire, sandbags, and so on, where the English Tommy is whipped into shape before being sent across the Channel. Before I had been twenty-four hours in London I also saw the captured German mine-laying submarine, the U-C-5, on exhibition in the Thames. For six pence I saw the whole show, including the mobs of slat-n-ly-look-

ing English who kept a dozen policemen busy all day long. More than three hundred thousand people saw that boat before it was removed. I shall have only two weeks in England. I would like to stay longer, but I am all but "broke," and so have engaged passage home for the 19th of August from Liverpool. I'll write you from there before sailing.

"BULLS" LOSERS
"Bears" Score Victory in Week's Wheat Prices.
War Prospects and Argentine Crops Are Factors.
Chicago, Sept. 16.—Highest prices on wheat this season have given place

within the past week to quotations that in some cases were more than 11 cents a bushel lower. Top figures, due to the government report confirming a sensational decrease of the 1916 yield in the spring crop states, did not last long in the face of suggestions that Greece and Sweden would enter the war and that the Argentine wheat surplus threatened to find an outlet in the United States. Even at the outset of the week the trade as a whole appeared certain that the government crop report had been fully discounted, notwithstanding that damage to the spring crop had been the most colossal the country had ever known, reducing the yield an almost incredible total of

200,000,000 bushels as compared with last year's harvest. Attempts by holders who had failed to take profit from the government report confirming its found support lacking on Saturday and it was not an unexpected decrease of the United States visible supply late on Monday but stimulated exports that caused a temporary rally. The attitude of Greece and reports of Bulgarian defeats gave the bears a renewed advantage Tuesday.
Drops 7 Cents in a Day.
Primary elections made Wednesday a blank in the wheat pit, but Thursday furnished more than a double allowance of excitement with a price smash of 7 cents a bushel. Despite the fact that Sweden did

not enter the war and that the reports of the Argentine shipments to the United States also were nearly devoid of any solid basis, the wheat market on Friday failed to develop strength except to a relatively small degree. Confidence on the part of the bulls seemed to have been too badly shaken to permit of anything like an immediate recovery but a renewal of export buying furnished reason for considerable courage and there was a further element of strength in the fact that drought seemed to have clutched the crop in Argentina.
Unlike wheat the coarse grains and provisions showed no great changes in price during the past seven days.

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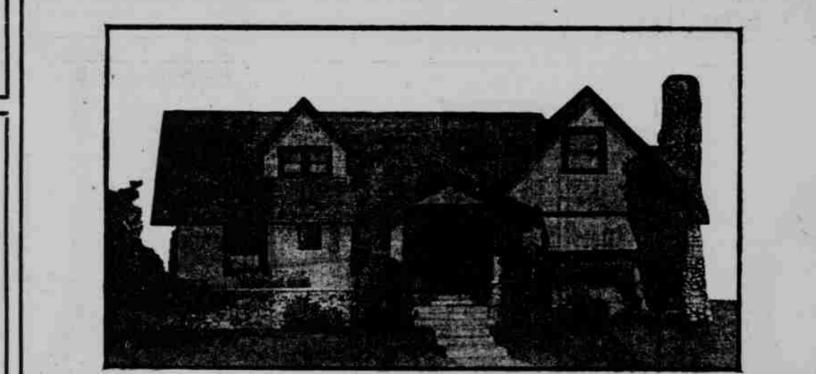
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AN ENGLISH COTTAGE. DESIGN NO. D-1365.
This beautiful type that has for its motif the Old English, is modernized sufficiently to meet the requirements of the average housekeeper, and will make a beautiful home, even without the magnificent ivy which the picture of the exterior shows clambering up its walls and chimney.
The plan suggested for this exterior is quite a spacious one, as will be seen. Three bedrooms upon the ground floor, and a bathroom, but if one building this does not desire the splendid large owner's bed chamber, with private bath and dressing room off of it, a beautiful apartment can be made by taking all the space of the two front rooms, and the bedroom wall for this purpose, leaving bath as it is, and using rear left hand corner bedroom for dressing room, and this could well be done for there are three very nice bed chambers on the second floor, and by putting a little dormer in the rear roof, the room marked for "storage" would make a splendid bathroom for the second floor.
The exterior of the entire house is stucco, but cobblestones have been used in most effective fashion for the porch railing and massive outside chimney; the latter being almost always a distinctive feature of the English cottage. The gray plaster of the exterior, framed by a brown oak stained wood effect for the wood trimmings, and a soft moss green or dull faded out red for the roof shingles will make a most effective color combination for this design.
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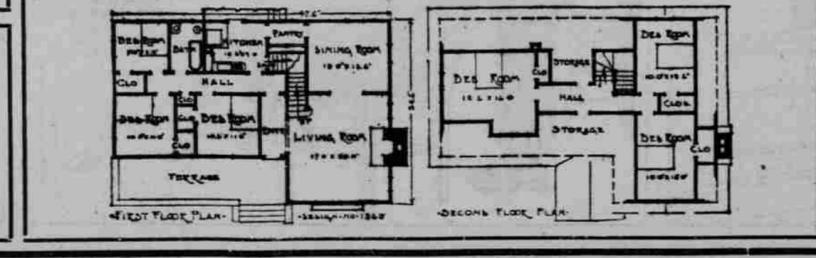
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