

AID BELGIANS ON A BUSINESS BASIS

Elaborate Financial System Gets the Best Results.

ORGANIZED BY AMERICANS.

Commission Will Have Provided Foodstuffs to the Value of \$65,000,000 by Middle of August—Profit Made in Cheap Bread—Belgians Have Done a Lot of Work Themselves.

London.—The American commission for relief in Belgium will have provided foodstuffs to the value of about \$65,000,000 for the Belgian people by the middle of August. Charitable contributions from America will have amounted to about \$5,000,000 and from other quarters of the world approximately the same total. The great bulk of the food supplies, representing the remaining \$55,000,000, is being provided indirectly by the Belgian people themselves.

This is made possible by the elaborate financial machinery set up by the commission, enabling the Belgians to utilize their own energies and resources. Fully 75 per cent of the Belgian people are being supplied with food by the commission without recourse to charity. One result of the commission's operations is that bread is now cheaper in Belgium than in London.

When the commission was formed last October, under the chairmanship of Herbert Clark Hoover, it was estimated that the total imports required to keep the population of Belgium alive would amount in value to about \$50,000,000 before the next harvest. The rise in the price of foodstuffs increased the necessary amount to \$65,000,000.

The greatest problem in this connection was involved in the fact that foodstuffs sold in Belgium to those who still had resources were paid for in paper. The entire metallic currency disappeared early in the war, and national bank notes were so scarce that many communes were printing paper issues of their own.

This paper money had no value outside of Belgium, and in any event had exported it would have denuded the country of currency. But unless this money were turned into gold it would be necessary for the commission to find in the outside world an amount of money which was out of the question. At the outset, therefore, the commission began to devise a method for effecting the exchange of these local currency obligations into gold.

Negotiations were opened with the belligerent governments for permission to set up a form of exchange whereby persons or institutions abroad owing money in Belgium should turn over to the commission the amount due in sterling or dollars. The commission undertook to pay their debts for them in Belgium out of paper money which it received from the sale of foodstuffs. The belligerent nations agreed to this after long negotiations, and there was thus set up a form of exchange. The commission is today the only institution which is doing a systematic banking business across enemy lines.

By degrees the commission has extended this exchange department of its organization, which has come to be the lifeblood of the structure. It has induced many well to do Belgians to pledge their credit for moneys handed over to the commission in gold, which in turn is paid to them in Belgium in paper. The commission also has advanced money to the communal governments, taking their obligations therefor, and by pledging these obligations abroad has obtained further resources. The communes have been enabled in this manner to procure money to pay communal officers, to maintain the schools and keep up municipal works, thus enabling the Belgians to carry on the details of civil government and saving the country from the danger of anarchic conditions.

One phase of these operations arose in connection with a number of Belgian concerns, which, while they had resources abroad, had exhausted their local resources in payment of workmen or in disbursements to depositors. A form of hardship had grown up through the inability of such concerns to make good their obligations to the public, and persons who had believed themselves well to do were being forced to draw money due them.

Through the operations of the commission these concerns were enabled to hand over in London and New York funds they possessed abroad, and the commission in turn delivered paper money received from the sale of food. Thus the cycle of credit was re-established, and many thousands of persons were saved from the bread line.

Before this machinery was set up practically the whole population was dependent on the world's charity, paper money being of no avail. The initial appeals of the commission, therefore, were made on behalf of the 7,000,000 people. With the success of these financial efforts, however, all of the people still able to pay for their food were made self dependent, and the appeals of the commission for charitable contributions were reduced to those made on behalf of the absolutely destitute.

160 KNOWN DEAD, MANY MISSING IN HURRICANE AREA

HUNDREDS OF PERSONS ALONG MISSISSIPPI AND INTERIOR POINTS ARE MAROONED IN FLOODED SECTIONS.

PROPERTY DAMAGE IN TWO STATES NEAR \$12,000,000

Dunbar, La., Virtually Is Swept Away and Many Are Drowned—Tidal Wave Twelve Feet High Strikes Chef Menteur—Many Vessels Are Sank.

New Orleans, Oct. 2.—Reports from scattered sections of hurricane area in Louisiana and the Mississippi gulf give 160 known dead, 100 reported dead and 113 reported missing. Hundreds of persons along the Mississippi and interior points are marooned in flooded sections.

The known dead in Louisiana included: New Orleans and environs, 24; Rigolets, 21; Lake Catharine, 22; near Frontier, 25. Eight drowned in sinking of packet Hazel near Grand Isle.

Reported dead and missing in Louisiana: Shell Beach, St. Bernard parish, 14; Island De La Croix, 22; Yolosky, 15 (negroes).

Tremendous Property Loss. Couriers by boat and train as well as mail advices brought in reports of tremendous property loss and rumors of many drowned along both sides of the Mississippi river south of here.

Boat passengers arriving from Empire, near the Doullouth canal, about 50 miles down the Mississippi, reported that only four large houses still stood at Empire and that about 200 persons were marooned in them. The state conservation commission here started a rescue vessel for that point. Many inhabitants of the flooded sections on both sides of the river were reported marooned and some are said to be clinging to tree tops.

Relief Vessels Sent. Relief vessels were sent to rescue them.

The property damage in the two states is roughly estimated at \$12,000,000.

Telegraphic communication between New Orleans and the outside world, cut off since Wednesday noon, was re-established at 7:38 p. m.

The town of Dunbar, La., near the Mississippi state line, virtually was swept away, according to W. O. Powell, a survivor from that section, who arrived here. He could give no estimate of the number of dead at Dunbar. The railroad drawbridge at Rigolets was wrecked, he said, and the track, built on embankments and fill across the marshes, was washed out for miles.

Whole Country Inundated.

Only meager reports have been received from the delta section south and southwest of New Orleans. A wireless message from a staff correspondent of a New Orleans paper said: "Whole country between Poydras and Buras inundated. Levees gone property loss appalling. Life toll probably heavy. Conditions worse than ever before. Relief needed."

Reports from Chef Menteur, directly south of this city, indicated that a tidal wave from 9 to 12 feet high struck that section.

From below the Houma and Terrebonne sections, no reports have been received. The country here is low and there is practically no protection from wind and tide.

Seventy Barges Sink. South of New Orleans for 60 miles the territory on both sides of the Mississippi river is under from 4 to 15 feet of water. Along the Mississippi coast the greatest property damage occurred at Bay St. Louis, and Wavehead.

Seventy barges of coal owned by the West Kentucky Coal company sank opposite Donaldsonville, with a loss estimated at \$245,000.

Five of the crew and a white woman aboard the steamer F. E. Owens, which sank near Lockport, were reported missing.

\$5,000,000 in Twin Cities. Minneapolis, Oct. 2.—All subscribers for the joint British-French loan made in the Twin Cities will be with the understanding that the proceeds will be deposited in Minneapolis and St. Paul banks and will be checked out to pay for provisions bought in this market, according to E. W. Dech, president of the Northwestern National bank. It is expected, he said, that about \$5,000,000 of the bonds will be taken in the two cities.

Sues Pastor For "Accounting."

Alpena, Mich., Oct. 2.—Miss Lucille Covington, in whose behalf a suit for \$100,000 was filed in New York against Rev. John Wesley Hill, has declared the action was not for breach of promise, but for an accounting for money she had given Mr. Hill to invest. Miss Covington is in Alpena on business connected with a fraternal order for which she is district organizer. "I have been unable to obtain any accounting from Dr. Hill," she said, "and that is why I have started the suit."

MARQUIS OF ABERDEEN



The marquis of Aberdeen, accompanied by the marchioness, is making an extended tour of the United States, attending meetings and delivering lectures on social topics. Lord Aberdeen has twice been lord lieutenant of Ireland. He received the title of marquis last January.

COURT MARTIAL FOR LITTLE

FAILED TO INSPECT PROPERLY SUBMARINE K-2, IS CHARGE.

Trial of American Rear Admiral Ordered by Secretary Daniels—Court to Meet at Boston.

Washington, Oct. 16.—Secretary Daniels has ordered the trial by court martial of Rear Admiral William N. Little, retired, on "charges involving neglect and careless methods in the conduct of his duties while inspector of machinery at the Fore River Shipbuilding company, Quincy, Mass., in connection with the construction of the submarine K-2.

Court Members Named. The court will meet at the Boston navy yard Oct. 18 and will be composed of Rear Admirals Fiske, Helm, Parks, Worthington, Gleaves and Dunn and Paymaster General Cowie, with Lieutenant Commander A. W. Johnson as judge advocate.

"The action of the department in this case," says the statement issued by Secretary Daniels, "of ordering the trial by general courtmartial of an officer who has been retired after attaining the highest naval rank, on charges relating to duties performed prior to retirement, is somewhat radical and arrests attention. Demands Careful Inspection. "It can be accounted for only as an evidence of the department's determination that the inspection of ships under construction for the navy shall be conducted with the greatest care and thoroughness.

"The K-2 was accepted in January, 1914, and troubles with her storage batteries have developed since that time, navy officials say."

ROUMANIA REMAINS NEUTRAL

Cabinet Makes Announcement After Going Over War Situation—German U-Boats at Varna.

Bucharest, Wednesday, Oct. 16.—The cabinet after again going over the war situation made a pronouncement in favor of Roumania maintaining neutrality. All necessary military precautions have been taken on each of Roumania's frontiers. The presence of two German submarines at Varna, Bulgaria's chief seaport on the Black Sea, has been confirmed.

Whiskey in Auto Tire. Bemidji, Minn., Oct. 16.—Here is the latest in punctures in Bemidji. The inner tube of an automobile tire is filled not with air but whiskey. By having a large enough tire and a big enough pump, it is said, 12 gallons can be got into the tire, which then is brought into the Indian district, where the lid is on. The liquor is easily drained out.

Chief Counsel for Schmidt Dies. Los Angeles, Oct. 16.—Former Judge Charles H. Fairall, chief counsel for Matthew A. Schmidt, on trial for murder in connection with the dynamiting of the Los Angeles Times building, Oct. 1, 1910, died here at a hospital. The cause of death was undetermined by physicians.

U. S. Demands Surrender of Passport. New York, Oct. 16.—Representatives of the bureau of investigation of the department of justice have demanded that Max Loudon, who says he is of the German nobility, surrender a passport issued by the United States government last July. Loudon was held here in default of bail on a bigamy charge. Mrs. Rose O'Brien of Albion, N. Y., and Amelle Wendt of Poughkeepsie, both of whom Loudon is accused of marrying, were expected to come here at the request of the district attorney.

MANY PASSENGERS LOSE LIVES WHEN CAR IS SUBMERGED

REPORTED AT LEAST FIFTEEN ARE DEAD IN RAILROAD WRECK NEAR RANDOLPH, KAN.

WASHOUT CAUSES TRAIN TO STRIKE ABUTMENT

Message Says Coach Sank End Down into Twelve Feet of Sand and Water—Carried Women Teachers, on Way to Convention.

Kansas City, Mo., Oct. 18.—At least 15 persons were killed and many were injured when motor train No. 579 on the Union Pacific railroad plunged down an embankment near Randolph, Kan. A washout caused the accident. One of the cars on the train was submerged in Fancy creek, a local stream, and most of the dead were drowned.

Union Pacific headquarters reported that two bodies had been recovered from the wreck and possibly six others still are in the water where the car went down. Thirty-seven passengers were taken from the car alive.

Four Bodies Recovered.

At noon, according to a message from the scene, four bodies had been recovered from the buried car. At that hour the work of rescue was abandoned until wrecking equipment could lift the car out of the water. Rescuers had been unable to get into the forward compartments of the car. It was there the greatest loss of life was believed to have occurred.

Dr. Lewis Atwood of Topeka, and Alma K. Jellin of Garrison, Kan., were the only persons identified dead up to noon. At that hour it was estimated 40 persons had been injured.

According to a message from Randolph the wreck was caused by the washing out of the abutment of the bridge across Fancy creek. As a result of heavy rains the stream was running bankful.

Bridge Stands.

The bridge itself did not give way, but when the heavy car struck the embankment it sunk end down into nine feet of water and two or three feet of sand. The car stands almost perpendicularly. There were two cars to the train, but the trailer broke loose and remained standing on the track.

Conductor Warren Knittle of Manhattan estimated that 15 persons had been killed. He based his estimate on a count of his tickets. The exact number of victims will not be definitely determined until all the bodies have been removed from the immersed car.

Railroad officials said the train usually carried many traveling men. It had as passengers when it left Manhattan a big delegation of young women school teachers en route to the Riley county teachers' convention, which was to have opened at Randolph.

DEFENDS NEW SEAMEN'S LAW

Redfield Criticizes Pacific Mail Officers for Saying It Forced Them Out of Business.

Washington, Oct. 18.—In a letter to Secretary of the Treasury McAdoo, just made public here, Secretary of Commerce Redfield makes a strong defense of the new federal seamen's law and severely criticizes the officers of the Pacific Mail Steamship company for the statement they made that that company was forced out of business by the provisions of the law.

Secretary Redfield lays stress on the fact that the officers of the steamship company arrived at their decision to sell the company's ships before the commerce department had determined how the provisions of the seamen's law would be construed.

"It would appear that others are eager to pick up the mantle which the Pacific Mail has set aside," his letter starts. "I am even inclined to think it may be found that vessels under the American flag will continue to transport the products of American manufacturers to the lands of the Orient."

Ferry Cuts Torpedoboat in Two.

London, Oct. 18.—A large German torpedo boat was run down and cut in two by a German steam ferry boat which left Trelleborg, Sweden, with all lights out, says a Reuter dispatch from Malmö, Sweden. Only five of the torpedo boat's crew of 45 were saved.

Iowan Heads Stanford "U."

Stanford University, Cal., Oct. 18.—Appointment of Dr. Ray Lyman Wilbur, 40 years old and a native of Boonesville, Iowa, president of Leland Stanford, Jr., university, said to be the most heavily endowed educational institution in the country, has been announced here. He will succeed Dr. John Casher Branner on Jan. 1, 1916, in accordance with Dr. Branner's repeatedly expressed desire to retire, and will be the third president of the school. Dr. David Starr Jordan, now chancellor, was the first.

BULGARIA INVADED BY ALLIED FORCES; STRUMNITZA TAKEN

FRENCH AND BRITISH TROOPS FROM SALONIKI BEGIN OPERATIONS WITH UNEXPECTED ZEAL.

SERBIANS BEING HELPED BY COLD, WINTRY WEATHER

Rains Set in and Impede Movement of Austro-Germans, Which at Best, Must Be Slow—Teuton's Advance Against Riga Capturing Prisoners.

London, Oct. 18.—Strumnitza in Bulgaria has been occupied by the allied armies of Great Britain, France and Serbia, according to official advices from Saloniki telegraphed by the Reuter correspondent at Athens.

London, Oct. 18.—The allied forces from Saloniki have begun operations against the Bulgarians with unexpected zeal and already the Serb-Anglo-French forces have penetrated into Bulgarian territory just north of the Greek boundary and the Bulgarian stronghold of Strumnitza, according to advices received from Saloniki by Reuter's Telegraph company by way of Athens.

Although there is heavy fighting on the eastern fronts, the Austro-German and Bulgarian invasions of Serbia and the efforts of the British and French generals to bring help to their little ally before it is too late, continue to occupy the chief attention of the people of the belligerent countries.

Weather Helps Serbians. The Serbians are being helped by the weather which is cold and winter-like. The rains have set in and are impeding the movement of troops and guns, which at the best, must be slow, over what answer for roads in the Balkan states.

The Germans, however, claim to have taken the heights south of Belgrade, while along the Danube the army of General von Gallwitz is pushing the Serbians back.

The Bulgarians also lay claim to a rapid advance into Macedonia, although the French are already reported to be in contact with them at Givgeli, while both the French and British continue to land troops at Saloniki.

Neither Russians nor Italian assistance has yet developed, but the Italians have begun a more vigorous offensive along their frontier and have captured Pegasusina, an important advanced point of the fortified Riva group on Lake Garda. This will be of indirect aid to Serbia, preventing as it does, the movement of any more Austrian troops from that frontier.

Germans March on Riga. The Germans have taken the offensive south of Riga and forced the Russians out of their positions, capturing a large number of prisoners and some guns. On the rest of the eastern front the offensive remains in the hands of the Russians who are attacking west of Dvinsk, in the center and to the south of the Pripet river.

On the whole, it appears to observers here as if the Germans were satisfied merely to hold their present line except in the north, where they have made repeated attempts to take Dvinsk. This would mean the fall of Riga and would compel the Russians to withdraw behind the Dvina river. This ambition has already cost the Germans many thousands of men but they keep on trying, first in the north, then in the south and then on the Dvinsk front. At present their attacks are developing the greatest force in the north.

SOFT DRINK CABARET COMING

Minneapolis Mayor's Order Bars Aisle Tango Where Alcohol Is Sold—But Not Grape Juice.

Minneapolis, Oct. 19.—The cabaret may die hard under the mayor's decree of banishment. The institution is preparing to discard intoxicants and substitute ice cream and its numerous allies that have no effect "the morning after."

The malted milk cabaret is declared to be coming into life. Despite the edict of the mayor that the frozied sport or the cafe must go November 1, long life to the cabaret was toasted in many downtown cafes last week. All hailed the as yet spotless and irreproachable innovation.

The mayor's order bars the aisle tango and acrobatic vocalists from restaurants where alcoholic liquors are sold but it says nothing of the soft drink dansant.

To Put Alien Foes to Work.

Winnipeg, Man., Oct. 18.—Mayor R. D. Waugh of Winnipeg left for Toronto to confer with Premier Borden of Canada on the question of employing a thousand alien enemies, at a nominal wage, now concentrated in a military camp at Brandon, Man., to clear the lands known as the Winnipeg water lands, near here.

The lands would be cleared for the purpose of making homes for returned Canadian soldiers after the war. Forty acre tracts, with small comfortable cottages are proposed.

SUBMARINE BASE OFF IRISH COAST?

Speculation as to How Raiders Get Supply of Oil.

NAVAL MEN DOUBT THEORY

Submerged Tanks in Inlets Could Furnish Gasoline to Undersea Craft. However, Torpedoes Must Be Replenished and Crews Must Have Rest Off the Boats.

Washington.—Speculation as to the Germans having established secret submarine bases in isolated coves along the Irish coast was revived in semi-official circles in Washington by the publication of a dispatch from Crookhaven, Ireland, which told of a submarine having been sighted and fired upon near that place.

For some time there has been a strong belief here that there have been secret submarine bases of this character somewhere along the western or southwestern coasts of Ireland. It was definitely ascertained, however, that no information had been received by the navy department from its intelligence sources abroad confirming the discovery of any of the supposed secret bases. If there are any such bases the indentations in the shores of Ireland may have been conveniently utilized by the Germans for that purpose.

In the absence, however, of definite knowledge that such a base has been established, well informed naval officers cast doubt on this explanation of the facility with which German submarines have been able to operate in the stretch of water between Fastnet rock, the first lighthouse seen by transatlantic passengers bound for Queens-town and Liverpool, and Bishop's rock, where they catch their first glimpse of a lighthouse when going to Southampton.

Naval officers apparently are agreed on one point—that none of the submarines that have attacked merchant ships off the south and west coasts of Ireland have gone to those sections of the German naval war zone around the British isles by way of the strait of Dover or the English channel. The British have so effectively protected the approach to the English channel by a mine field extending from Ostend to the entrance to the Thames that no German warship, floating or submarine, has yet been shown to have passed that obstruction.

Naval officers here do not believe that submarines could successfully pass through this mine field. They also point to the announcement recently made in parliament that England had been able successfully to transport about 750,000 soldiers from England to France and Belgium across the channel without the loss of a single transport or the death of a single man during the cross channel journey. If German submarines were able to go to the south coast of Ireland by the channel route and there sink merchant ships, it is pointed out, the same submarines could have sunk British troopships, which would be of greater military advantage to Germany than the mere sinking of merchant ships, which carry only noncombatants.

With the English channel approach to the west and south coasts of Ireland as well as to the Scilly isles closed, the German submarines would have to take the North sea and north of Scotland route to the western shores of the British isles. Having once sent submarines to the Irish coast, it was said here, the Germans might obviate the long journey around Scotland, to and from Ireland and Germany, by establishing secret bases on the Irish coast, and the theory is very strong that this has been done.

The naval experts, however, believe that the submarines have made the journey back and forth around Scotland. One high naval officer said that the Germans were known to have submarines with a steaming radius of 4,000 or 5,000 miles, which could easily negotiate the long journey. It was suggested to him that if there were secret bases on the Irish coast there might be submerged tanks of gasoline which the submarines could visit at night, raising them to replenish their fuel supply and then sinking them again, and that it was easy to imagine that they have constructed large tanks that could be towed under water.

This officer admitted that this was possible, though he did not believe it had been done. He said that the use of such tanks was proposed some time ago to this government, but he believed, in the light of a great deal of information that he had received, that the German submarines were not following the secret base practice. He pointed out that it was necessary for submarines to replenish their supplies of torpedoes, something that could not be done from a secret base as easily as replenishing gasoline stock, and that what was even more important, the work of the men who operated German submarines was so exacting and the strain upon them so terrific that it would be necessary for the crews to return to their German bases after their raids to recuperate. This officer also said that, while it was barely possible that the Germans might be making use of some remote island or cove, there were too many persons on watch around the Irish coast for such bases to remain easily a secret.