# Lloyd-George Counts the Cost

Better than anyone the Chancellor of the Exchequer knows Britain's resources. In this, the first interview given to an American paper, he leaves no doubt as to England's position and prospects. In this week's

Collier's 5¢ a copy
THE NATIONAL WEEKLY


# GERMANY ASKED TO SEIZE POTATOES

## Statistician Fears Present Supply Will Last Only Four Months.

Berlin (via London), Feb. 24.—Dr. Kuczynski, director of the Schöneberg Statistical Bureau, in an article in the "Berliner Tageblatt" to-day, adds his voice to those who previously have demanded that the government take over the supply of potatoes in Germany, as it has done in the case of flour and grain.

The doctor refers to the advice given Germans that each person, in order to eke out the supply of grain, should increase his potato consumption by four hundred grams daily, and he says that if this advice be followed the present potato supply would not last over four months. Assuming that the present ratio of potatoes devoted to the feeding of swine be maintained, Dr. Kuczynski believes that expropriation is the only way to maintain equable consumption.

Berlin Socialists, at a number of recent meetings, also have demanded the expropriation of potatoes, as well as of meat. The Vice-President of the Prussian State Ministry declared in the Diet last week that the expropriation of potatoes had been considered, but found impossible of fulfilment.

Naples, Feb. 24.—A general strike was proclaimed to-day by the Socialists in order to obtain a reduction in the price of bread from 10 cents to 7 cents per kilo (2.20 pounds). More than ten thousand of the strikers paraded the streets and the city, and then proceeded to the City Hall to urge their claims. Large forces of troops and police were called out to prevent disorder.

# BERLIN BUYS ITS ELECTRICAL WORKS

Berlin (via London), Feb. 24.—The municipality has decided to acquire the Berlin electrical works, which at present enjoy the monopoly of supplying current for traction, lighting and manufacturing purposes in greater Berlin. The purchase price of the plant will be about $31,000,000. The action of the city is due to a general demand for cheaper current.

# GERMANY PLEDGES HANDS OFF CARGO

## London Gets Wilhelmina Declaration, Signed by von Jagow.

## GUARANTEE ATTESTED BY JAMES W. GERARD

### Promise Also Applies to All Vessels Carrying Food from America.

London, Feb. 24.—W. L. Brooking, a member of the firm of W. L. Green & Co., commission merchants, of St. Louis, owners of the cargo on the American ship Wilhelmina, reached London to-day from Berlin with a declaration from the German Foreign Office signed by Gottlieb von Jagow, the Foreign Minister, and attested by James W. Gerard, the American Ambassador to Germany, which pledges the German government not to assume control of the cargo of the Wilhelmina or of any other vessels arriving from America. The declaration says that such cargoes may be sold in the open market and that they will not be used by the army or the navy.

The case of the Wilhelmina soon is to come before a British prize court. She was loaded with a cargo of food products in New York and started for a German port. She was gathered in by the British marine authorities, and the disposal of her cargo is being watched with much interest.

The text of the German declaration follows:

"By motion of William L. Brooking, manager of the Green Commission Company, of St. Louis, the Imperial government makes the following declaration: The cargo of the steamer Wilhelmina, as well as the cargoes of vessels arriving in the future from America with food for Germany, shall be subject neither to seizure nor to selling right, nor to any other government measure taken in connection with the maximum prices, according to the measures already issued for home grown wheat. The cargo of the Wilhelmina, as well as all future similar cargoes, shall remain the property of the American owners, and it can be sold by them at any place at the price asked.

"Food coming in this manner to Germany shall not be used for either the army or the navy, or for any other government purposes. The American owners of such cargoes shall be permitted to impose upon buyers the obligation that this food be not used for the army or the navy, or for other government purposes."

In support of the contention that the German conservation regulations do not apply to imported grains, Mr. Brooking said to-day that Rumanian grains had been freely dealt in since the beginning of the war and that at all times the prices on them had ranged much higher than the maximum prices for home grown grains, in some cases nearly double.

Mr. Brooking says that some anti-American sentiment has been created in Germany over the large exportation of arms and ammunition to Great Britain from America. "However," said Mr. Brooking, "well informed Germans fully realize that there is no illegality in this. Still, they are anxious to see what stand the American government will take relative to the exportation of foodstuffs to Germany—whether the United States will insist upon its legal rights when this favors Germany."

Captain Brewer, of the Wilhelmina, and A. W. Hays, attorney for the owners of the cargo, called on Ambassador Page to-day and discussed the status of the cargo, which is now actually in the possession of a prize court. The date for the hearing before this court has not been fixed.

# GIBSON MODEL IN COURT

## Woman Who Also Inspired Christy Pictures Signs Pledge.

[By Telegraph to The Tribune.]

Philadelphia, Feb. 24.—Nellie Hulges, a model, who posed for many of the most popular drawings of Charles Dana Gibson and Howard Chandler Christy, stood in a police station here to-day and declared she was tired of life, but was prevailed on to take a pledge to abstain from further use of liquor and try to rehabilitate herself.

Still possessing traces of the dark beauty which had fascinated Gibson and Christy, and doubtless still smiles down in counterpart on admirers in thousands of places, she said she had nothing further to interest her and added that she had been fighting a losing battle steadily since her husband left her, taking their young daughter with him, about a year ago.

Magistrate Carson gave the young woman kindly advice and administered the pledge. The former model, who is now twenty-nine, was known to the magistrate. He wrote to both Christy and Gibson about her some time ago and learned from them that her story that she was the original of many of their drawings was true.

# 1,033,000 CAPTIVES, GERMANS' CLAIM

## Russians Make Up More than Half of Prisoners—Many to Do Reclamation Work.

Frankfort-on-the-Main, Feb. 24 (via London).—The "Frankfurter Zeitung" estimates that the prisoners of war in Germany and Austria now number 1,033,000. This number, it says, is divided as follows: Russians, 692,000; French, 237,000; Servians, 50,000; Belgians, 37,000; British, 19,000. About 75 per cent of the total is held by Germany.

Berlin, Feb. 24 (by wireless to Sayville, N. Y.).—The government has reported to the Budget Commission of the lower house of the Prussian Diet that 50,000 to 60,000 acres of moorland are ready for reclamation work to be undertaken by prisoners of war. The buildings and barracks on this land have been completed, and from 15,000 to 20,000 prisoners are to be employed.

# CHANGES EXPECTED IN HOLLAND SOON

The Hague, Feb. 24.—There is good reason to believe that the political situation in Holland at the present time is such that most interesting developments may be expected at any moment. There have been recently numerous meetings between the diplomatic representatives of various countries at The Hague, but the subjects discussed at these conferences have been kept strictly secret. The Netherlands ministers have been in conference with some of the foreign diplomats, and at the same time work in the government offices has been going on night after night until a late hour.

The Holland-America Line steamer Ryndam, when she left Rotterdam for New York last night, was brilliantly lighted. She lay to off the harbor all night before proceeding down the Channel. The name Ryndam, in large letters, has been painted on both sides of the steamer.

## Swiss Fire at German Airmen.

Geneva, Feb. 24.—Another German aviator flew over Swiss territory to-day. Swiss infantrymen fired at the German as he was over the village of Beurnevesin, near Bonfol. Later French troops at Pfetterhausen fired at the airman. The aviator returned to Muelhausen apparently uninjured.

# *HOT STERN CHASE ENDS IN CAPTURE OF GERMANS*

## Chauffeur, Unwillingly Pressed Into the Service by the French, Proves Unrecognized Hero in New Form of Warfare.

[Special Correspondence to The Tribune.]

Paris, Feb. 15.—Returning from Paris to the headquarters to which I had just been assigned, and, therefore, an important personality until I had been "pumped dry" of all the news from the capital, I sat on a pile of flour sacks munching what several weeks ago must have been a piece of bread and listening to a British lieutenant, who swore that Admiral von Tirpitz had at last found the means of doing away with England. According to the officer, old "von Tirp" had discovered that England, being an island and connected to the mainland by half a dozen telegraph cables, it would only be necessary to cut these and England, as well as King George, Kitchener and a few million troublesome lesser lights would sink to the bottom of the Atlantic.

"This von Tirpitz is a 'bally' old chap," added the lieutenant. Not knowing whether the adjective was one of disdain or admiration, I simply opined that the admiral was "A hot potato, all right, all right," and this bit of Americanism was also lost, it seems.

The British lieutenant, in spite of his story telling abilities, is a friend of mine no longer, however, for it was he who placed me in as nasty a predicament as I have been in during the last five months. He had just finished the von Tirpitz tale when a dozen leather-clad officers—French and English—rushed out of a nearby farmhouse, followed by a score of soldiers hurriedly adjusting goggles. A few rods down the road six armored motor cars were waiting, and a minute later five motors were humming, while four men besides the driver piled in each car, disappearing through the little doors cut in the rear immediately under the Maxims, which peeped out a few inches from the half-inch steel plating.

The sixth car stood motionless, and a British captain hailed the lieutenant at my side. "Here, lieutenant, you take the last car. Hatton is down with fever. You drive, don't you?" And without waiting for the answer the captain crawled into his steel cage, slammed the door after him and was off.

The lieutenant looked sheepish, then swore. He had never driven a car and didn't know the difference between change of speed and brake levers. Still his orders were formal and he turned to me. An hour before I had left my old Clement-Bayard after 125 miles of the worst roads in France, mud nearly up to the radiator, and an impromptu scurry in a 40-horsepower armored Mercedes—taken from the Germans and refitted—on a very vague mission failed to appeal to me, but the lieutenant looked so downcast and spoke so pathetically of ruined chances, spoiled career, etc., that I gave in, squeezed through the door, followed by the now elated officer and two "Tommies" to work the Maxims, and glancing through the slit over the steering wheel, started off with a jerk after the other five cars, now gray specks on the long stretch of road ahead.

### German Armored Cars Play Havoc.

Between jolts I listened to the lieutenant's explanation. It seemed that German armored cars were playing havoc in half a dozen villages north of us, between La Bassée and Armentieres, making their raids at most unexpected hours, working their quick firers, two to each car, against every living thing in sight—soldiers, inhabitants and even cattle. One of them the other day had bumped at full speed against a chain drawn tight across the road and another junk pile had been added to the many lining the roads in this region. But those left were bolder than ever, raiding villages fifteen miles out of their lines, and as they had been reported leaving Lille by one of our aviators we were going after them.

I was up against it most earnestly. That habit of mine of butting into others' affairs under the pretence of obliging them had once more played me a nasty trick. I increased the speed, hoping to get abreast of the other cars, be seen by some officer and ordered off. But no such luck befell me.

That Mercedes was a good car, but a queer one. Imagine an oblong steel box, roofless, placed on a chassis; the sides high as a man's head standing, the front sloping backward over the driver's head. A long horizontal slip, narrowed or widened at will, running around the front, back and sides and you have it. The sides of the box were half an inch thick and the motor hood was covered by a steel blanket of similar weight, and which, curving downward in front, protected the radiator. Two Maxims, mounted on pivots fixed to the bottom of the car, could sweep the road from the back or sides at all angles, and were the only firearms besides the men's rifles, and as we raced over the rough cobbles, jumping in and out of mud holes and ruts, the roar of the powerful motor was lost in the awful din of banging metal, as if a thousand tin cans were dancing a mad jig behind us.

One of the soldiers, leaning over my shoulder, shouted in my ear that he thought "the hind left tire, sir, was a bit worn, and going as we are, sir, should it blow up we might be delayed!"

"Delayed! Heavens, man, we'd break our blooming necks!" I shouted back. The lieutenant wouldn't stop to change, however, and tried to console me by pointing to a coffer under his feet, shrieking: "A surprise for them! Hand grenades!"

By the smile on his face I saw he expected me to be pleased, so I smiled in a sickly way and tried to slow down, but my torturer glanced reproachfully at me, and certain that my friends would speak well of me when they heard the fatal news, I rushed on again, eyes on the road, but my mind busy with that combination of a weak back tire and the boxful of bombs under my neighbor's feet.

### Captain Gives Instructions.

Five miles further on we all stopped, and a French captain, chart in hand, gave instructions. Ours and another car took the first road eastward toward Lille, while the others continued northward, separating later in different directions. Evidently the captain had his plan. We went at a snail's pace purposely, and soon the lieutenant pulled from under him the fateful coffer, and opened it. A dozen black balls, the size of oranges, lay on a bed of wadding, each one sufficient to send us and the car much nearer to our Maker.

For half an hour we crept along, then stopped, and while the rear tire was being changed the lieutenant, field glasses in hand, watched the road before us. He appeared suddenly interested, and focusing in the same direction, my eyes rested on a streak of gray which seemed to crawl down a small hill three miles off and at the foot of which lies the village of F——.

"That's one, sure. I can see their wire cutters. Let her rip," said the lieutenant. With that new tire I felt better, and our new German car, in spite of her half ton of steel covering, started a wild dance over the road.

"They've seen us and stopped," shouted the lieutenant in my ear, "now they're turning, and if we don't reach them in six or seven miles we'll lose them, for we can't go into their lines."

The 40-horsepower Mercedes was really a wonder, and Mr. Weinbecke, of Düsseldorf, her former owner (I know from the name plate still on the car), can be proud of her. In five minutes I could see the Germans in front of me with the naked eye. From a man's head they grew to a man's size, and then things began to happen.

Through the narrow main and only street of F—— we pounded, the speed indicator registering forty-five miles, and as the few half burned farms rushed by us, the black faces of African troopers appeared cautiously at doors and windows, while threatening guns were lowered as the tricolored bands painted on our steel box flashed by. At times, as gutters were crossed, the wheels, rising in the air, fell back with a crash, while springs groaned and creaked, and the men behind clinging to the sides were jerked bodily to the floor. The lieutenant sat on the floor of the car, the box of hand grenades between his legs, arms clasped lovingly around it, and I remembered wondering at the courage of the man, a Liverpool clerk, used to dull office routine, rising to a heroic level at the first emergency.

### Germans 500 Yards Ahead.

Immediately out of the village we saw the Germans 500 yards in front, just at the crest of the hill, which we climbed after them without changing the gear. They were going their limit evidently, while we still had another five-mile increase in our motor, and I gave it out. The Mercedes leaped forward just as the German mitrailleuse spoke. Two or three light shocks against the sloping armored front and we veered over to the side of the road, nearly going into the ditch as the wheels skidded over the mud.

Our Maxims were useless to us, and no one thought of using rifles at such a gait. Our only hope lay in overtaking the car ahead and praying that the tires, our only exposed parts, would hold.

"Faster," yelled the lieutenant.

I ignored him, getting already out of the Mercedes all she had in her with the load she was carrying, and anyway we were now within 100 yards of the German, and her quick firer was beating a tattoo against the steel shield in front of me.

What a somersault should one of our tires get hit! Throughout the whole chase this thought of tires, I remember, reigned supreme in my mind. Nothing else seemed to endanger us. The slit before my eyes, through which the road appeared, had been so narrowed by one of the "Tommies" that my head must lay right against the steel, and the hail of shots against the outer wall vibrated back into every muscle.

Seventy-five yards more—sixty—forty, and the German swerved from side to side, intent on keeping us behind him. So close our tires were safe, the firing angle being too great for the mitrailleuses in front, and as to ourselves nothing but a shell could penetrate the half-inch steel plate, and the bullets glanced upward harmlessly from the sloping front.

Bending close to me, eyes glued to the slit, the lieutenant spoke. "Now's the time. When you see my arm fly past, put on the brakes hard. Stop as short as you know how, for the fellow in front is going to stop shorter still."

Now I could feel the three behind me bending over the coffer where those vicious black things lay on their wadding. A smell of burning tinder came to my nostrils along with a warning cry of "Look sharp!" from the lieutenant. And so, more through intuition, I felt his arm flash over my head, my whole weight was thrown on brake and clutch pedals, while the motor, released, turned crazily.

The three grenades, dragging their short fuses, timed at five seconds, sailed true to their goal, over and in front of the onrushing Germans. I was too busy straightening my own car, which, skidding from behind, leaped across the full width of the road at nearly a right angle, to notice exactly what occurred in front, but when we brought up hard against a pile of crushed stone, which Providence had miraculously placed between us and the ditch, the German car, not ten feet away, was just ending a "whirl of death" act and landing on its side, both front wheels smashed from under it.

Just then our other car came up, too late, with its 34-horsepower. Out of the tangle we pulled five men. One, the driver, his breast crushed by the steering wheel, was dead. Among the four others were broken arms and collar bones.

Bandaged and congratulated on their brave efforts against us, the Germans, two officers of the Landwehr and their men, were still ignorant of what had put them out of the race. Their sorrow at not having first thought of this new mode of automobile warfare was intense.

A can of gasolene was spilled over the pile of junk, the mitrailleuses were hammered into shapeless masses, and a match applied. The vanquished armored car ended in a blaze, while its former occupants returned with us, prisoners. An hour later we met the other cars. Not all, for two were missing. Prisoners or destroyed, no one knew. Ours had been the only success of the day.

"To-morrow we'll have better luck," said the lieutenant, hopefully. To which I answered: "Not if I know it; this is too strenuous work for me, and I'm not out for speed."

# GERMANY TO ISSUE ANOTHER WAR LOAN

## Plan Includes Imperial and Exchequer Bonds, with Unlimited Subscription.

Berlin (via London), Feb. 24.—The imperial government has decided to issue a second 5 per cent war loan. This will be open for subscriptions from February 27 to March 19, and will take the form of 5 per cent imperial bonds and 5 per cent exchequer bonds. Interest will run from July 1.

The exchequer bonds will be redeemable by drawing, and the imperial bonds will not be redeemable until October 1, 1924. The loan will be issued at 98.50, and the amount of the subscription will be unlimited.

The issue price of the new loan was fixed at a higher rate than that of the September loan, which was 97.50, as the government was encouraged by the fact that the loan now stands at par. The present issue will be floated in time to meet the first instalment on the April coupon payments. Payments on the loan will be distributed over a number of dates, extending into the summer. The prospects for a successful subscription are regarded as good.

Although knowledge of such negotiations was denied yesterday by international bankers, talk was heard in the financial district that Germany is endeavoring to influence wealthy German-Americans to subscribe privately to a loan which was understood to be in the neighborhood of $50,000,000. In some bankers' quarters it was hinted that Germany had already obtained $10,000,000 in the West through the sale of government treasury bills and that negotiations were now under way for the sale of an additional $20,000,000.


Broadway **Saks & Company** 34th Street

*Beginning This Morning at 9 o'Clock*

**A Very Remarkable Sale of 7,500 Men's Distinctive Silk Scarfs, 45c**

**There are actually 500 different designs, colors and patterns—surely an exceptional assortment from which to select**

They are 48 inches long, of the open-end type, each expertly made by workmen of the better class. They are well proportioned and graded as to width from the neckband to the flowing, open ends, so that they may be tied in knots of various widths to suit the whim of the wearer.

Every Scarf is re-inforced where it opens at the end by a hand-bar to prevent it from pulling out of shape when being tied—a feature of Scarfs selling at $1.00 and upward. Each is specially stitched in the narrow part that runs through the turn-down collar, or catches under the back collar button or under the shirt loop if a standing collar is worn, so that it lies perfectly flat and cannot be puckered up in tying or in wear.

**Included is almost every kind of striped, figured, brocaded and plain weave produced this season for the best Neckwear**

To give an approximate idea of the wonderful diversity of Scarfs in the Sale, a list of the weaves represented is given:

Printed Warps, Silk Twills, Checks, Brocades, Scotch Plaids, Ombre Silks, Baratheas, Repps, Regimental Stripes, Palm Beach Weaves, Fancy Silks, Pastel Silks, Basket Weaves, Charvets, Silk Grenadines, Staple Silks, Novelty Silks, Mogadar Stripes, Armures, Peau de Soies, Crepes

Imported Swivel Figures that do not fray.

There are so many colors and color combinations that the most casual inspection will reveal several Scarfs exactly suited to the requirement of the man who likes brightness and gaiety in his Neckwear, or of him of more quiet preferences, both being in the UTMOST GOOD TASTE.

Main Floor


# MAY RESTORE FIVE-CENT LOAF

Continued from page 1

might subject him to the charge of perjury did not succeed in refreshing his memory. Page after page of the young driver's previous testimony was read to him, with the query as to whether he had so stated, and the only answer he gave was that he could not "recall" the statements, or that he was highly excited at the time and didn't understand the questions.

The Deputy Attorney General announced at the close of Lasher's testimony that he would turn a transcript of it over to the District Attorney, for him to take such action as he saw fit in the matter.

"You haven't been blackjacked or had a fall on your head, which might have affected your mind since you testified last week, have you?" Mr. Becker asked Lasher.

### Doesn't Recall—Loss of Memory.

"I don't recall that I have," blandly replied the witness.

"Were you threatened with the loss of your job unless you changed your testimony?" asked Mr. Becker.

"Why, no, not at all," Lasher replied.

"Didn't you see and talk with Mr. Gibson and other officials of the Ward company after you testified before, and didn't they tell you you were a fool to testify the way you did?" asked Becker.

"I don't recall talking with any of them," said the witness.

Lasher, the first time he testified, mentioned Gibson and George Hoenle, manager of the Bronx branch of the Ward company, as the men who had given him and other drivers instructions to see to it that the customers raised the price of the bread to six cents.

Gibson and Hoenle were present at the hearing yesterday, but neither was allowed to testify. Hoenle, when asked if he would waive immunity from prosecution if he testified, flatly refused to do so. Gibson also appeared to be of like mind, and Mr. Becker promptly excused him from the witness stand.

Harry D. Tipton, auditor of the Shults Baking Company, testified yesterday that his firm manufactured 120 grades of five-cent bread (wholesale). He said that the different grades, shapes and names of the bread were used as the location demanded. The Attorney General will probably endeavor to show that some of the big bakers sell an inferior bread in certain parts of the city at the same price as a superior grade in other sections.

The bread inquiry before the grand jury was continued yesterday with the examination of several witnesses by Assistant District Attorney De Ford. Lasher was a witness before the grand jury before he testified at the Attorney General's hearing yesterday.

The committee on general welfare of the Board of Aldermen held a public hearing yesterday on the proposed ordinance to standardize the weight of a loaf of bread in this city. The ordinance, as introduced by Alderman Frank L. Dowling, provides for a standard of one pound weight.

E. L. Rabinold, a lawyer, who said he represented more than 3,000 bakers, opposed the ordinance on the ground that it would be unfair to the small baker, as he would have to employ an extra man to stick on the labels, while the large bakers could put them on by machinery. None of the large bakers was represented.

Mr. Dowling said he hoped to bring the ordinance before the board next week.

Many of the bakers in Newark who had raised the price dropped back to the five-cent loaf yesterday.

# LOSS OF BRITISH AVIATORS FEARED

## Three of Those Who Took Part in Raid Against Germans in Belgium Missing.

London, Feb. 24.—Three aviators who participated in a raid directed against German positions in Belgium are missing. A statement to this effect was issued to-night by the Official Information Bureau.

"The Secretary of the Admiralty," says the statement, "regrets to announce that in the recent naval air attacks on the Ostend, Zeebrugge and Bruges district four flying officers were reported missing. One of these, Flight Lieutenant D. Murray, has since reported himself from Flushing. Lieutenant Murray was compelled to alight on the open sea, and was eventually picked up by a Dutch torpedo boat.

"The three other officers reported missing are Flight Lieutenant E. G. Rigall, Flight Lieutenant the Hon. D. O'Brien and Flight Sub-Lieutenant T. Spencer. It is regretted that no further news of them has been obtained."

# BRITAIN WON'T YIELD, IS VIEW

Continued from page 1

Department in their dealings with the public last night was carried through to-day, and not a word was permitted to escape from the State Department or the White House regarding the recent communication sent the imperial government through Ambassador Gerard. Secretary Bryan insisted that the subject was one which would not bear discussion at this time, and he declined to indicate even that a communication had been dispatched.

Great Britain has submitted the American proposals to her allies, France and Russia, and a reply to the informal Washington communication is not expected here for at least two days.

In some quarters to-day the suggestion was made, but without confirmation from sources usually well informed, that an embargo on exports of foodstuffs from the United States to both the Allies and Germany was being considered as the next step in the event of an absolute rejection of the American plan for ameliorating the situation.

It has been deemed necessary to guard the contents of the proposals with great secrecy so that public reference to them might not embarrass the belligerents in their discussion of the suggestions. The American government, moreover, asked that the document be regarded for the present as strictly confidential.

While complaints have been few, some officials think the most serious effect of the submarine warfare on merchant ships and the restrictions imposed on the shipment of foodstuffs and conditional contraband has yet to develop. They believe that if the present situation continues, American exports will drop to a considerable extent.

There is no concealment, either, of the feeling in high official quarters that if the present tension over the attitude of the belligerents continues and any American lives are proved to have been lost as a result of their activities, the Washington government may be called upon to abandon its present attitude of friendliness toward all the warring powers.

Berlin (via London), Feb. 24.—The identical note on marine warfare sent by the United States government to Great Britain and Germany is now in the hands of Dr. von Bethmann-Hollweg, imperial German Chancellor, and Gottlieb von Jagow, the German Foreign Minister, who are examining carefully the various proposals contained in it.

Certain of the proposals, for example, the removal of the mine fields around England, will probably be unacceptable to Germany, but it is thought that Germany possibly may make concessions on other points.

It cannot be said, however, that there is any great optimism in either German or diplomatic quarters that Great Britain will accept any of the proposals permitting the importation of foodstuffs into Germany. The German government, it is said, is not counting on such concessions.

Referring to the note, the "Berliner Tageblatt" says:

"We hear that this American note is couched in a form which would appear to show that on the American side, also, there is no desire that this matter become more acute. The very fact that the American government makes counter-proposals shows it has not been able fully to disregard the weight of Germany's reasons."

The "Lokal Anzeiger" says it learns that the American note is cordial in tone, and that it presents a workable basis for further negotiations.

"Washington," the newspaper adds, "now takes up the suggestions outlined in the final passage of Germany's answer, and makes proposals which apparently are addressed equally to Germany and Great Britain."

London, Feb. 24.—The Foreign Office is extremely reticent in discussing the American proposal made to London and Berlin outlining a plan for the feeding of the civil population of Germany under certain regulations.

Sir Edward Grey, the British Foreign Secretary, and other members of the Cabinet still lay emphasis on the fact that Great Britain has not yet made food destined for Germany absolute contraband. While Sir Edward Grey's reply to the United States government's note concerning the food steamer Wilhelmina intimated that such a step probably would be necessary, the absolute prohibition of food shipments to Germany has not actually been announced. In fact, the decision of the Wilhelmina case by the prize court is being looked forward to, as it is considered that this will amount to a definite statement of the British position.

For several days it has been intimated in official circles that the Foreign Office might issue a memorandum setting forth definitely the British policy concerning foodstuffs destined for Germany and outlining plans for the reprisals deemed necessary because of the operations of the German submarines. The impression still prevails that such a general statement may be issued independently of any reply which Sir Edward Grey may give to the latest American suggestion for feeding the civilians of Germany. It is known that part of the material for such a memorandum has been considered and that the issuance of the statement within two or three days is not improbable.

### Little Opposition Expected.

British officials are said to be firmly convinced that the neutral powers will offer little objection if food supplies are cut off from Germany in retaliation for the German submarine activities, which they allege are in violation of all international law and practice. A prominent British official, discussing to-day the probability of making foodstuffs absolute contraband, mentioned the position taken by Count Caprivi, once German Imperial Chancellor, on this subject. The Chancellor, in a speech in the Reichstag on March 4, 1892, was declared by this official to have said:

"A country may be dependent for her food or for her raw products upon her trade. In fact, it may be absolutely necessary to destroy the enemy's trade. The private introduction of provisions into Paris was prohibited during the siege, and, in the same way, a nation would be justified in preventing the import of foods and raw produce."

## April to See Rumania in War.

Paris, Feb. 24.—Nicholas Misu, Rumanian Minister to London, soon will return to England bearing a note assuring the British government that the Rumanian army will take the field in April, says "Le Matin's" Bucharest correspondent.


French Furniture for the Modern Boudoir

IN its furniture the Boudoir of My Lady may becomingly recall the aristocratic elegance of those days when Marie Antoinette was queen and dominated the fashions and taste of the *Ancien regime.*

Only from among our Hampton Shops Reproductions of the Masterpieces still to be seen at the Little Trianon may such examples be chosen as will fitly grace the Modern Boudoir—the ample Lit de Repos, for instance, with its cane-panelled back and sides, the taper legged Writing Table with its dainty and convenient appointments or the Correspondence chair with its gently sloping back and friendly arms of interlacing cane-work.

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THERE is a distinction about the Gattle Collection that argues constant effort to avoid the commonplace. Decidedly attractive, too, are Gattle values, as comparison will readily prove.

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