

SAYS ENGLAND OR GERMANY MUST PERISH It's a War of Annihilation Between These Countries, Declares Berlin Banker.

KAISER PREPARED FOR THREE YEAR FIGHT

By KARL H. VON WIEGAND. BERLIN, Sept. 28, by courier via Rotterdam to New York.—"It is a fight between England and Germany to the bitter end—the last German if need be. It is a war of annihilation between these two countries and nations England has declared it so."

"England and England alone brought on the criminal war out of greed and envy, to crush Germany and not to destroy, destruction and annihilation for one or the other of the two nations. Tell your American people that and say that these words do not come from a fanatic, but from a quiet business man who knows the feeling of his people and who knows what is at stake in this Titanic struggle brought on by that criminal nation."

"I tell you that it is fight to the finish," said the Privy Councillor, his whole body quivering with emotion. "God! How we hate England and the English, that nation of hypocrites and criminals which has brought this misery upon us and upon the world. And what for? For greed, greed and envy, to crush the German nation, because she found herself decadent and felt her dominance and dominating in the world endangered."

"For the French there is no feeling in Germany excepting a feeling of hate. We must fight them, of course, but we have no feeling against France. She was forced into it. The feeling against Russia is subsiding, but against England there is the most deadly and the fiercest, fanatical hatred and contempt that one nation ever had toward another."

"Do you think that if England and France had come to war we would have taken the most deadly and the fiercest, fanatical hatred and contempt that one nation ever had toward another. Did Germany attack Russia and humiliate that country, as well as she might have done, during the Japanese war, Germany during the Japanese war, England determined to destroy the English Empire, the self-constituted champion of freedom, perfidious Albion, stoops to such things and has the effrontery to pose as a defender of human rights, England, that country which oppresses more people to-day than any other nation on earth."

"Tell America not to be misled by peace talk. There is not going to be any peace for a long time. It will be a long war. We are prepared for three years. In the end it will develop into a struggle between England and Germany. The English are determined to destroy the English Empire. We have accepted the challenge. No Government would survive in Germany that attempted to make peace upon terms dictated by England. Whether the war lasts one year or twenty-five years, it is to the bitter end and if it takes the life of Germany."

"We have no illusions. We know the English character, but they do not seem to know ours and the spirit of our people. Have they forgotten the Thirty Years war? Have they forgotten Frederick the Great and the spirit of Germany just 100 years ago? It is the same spirit in the English, that same spirit is in the English and now England is trying to turn the whole world against us. They may kill us, but they will never conquer Germany. No nation in history ever has attacked us so many times as Germany at the present time, yet there is not the faint of a single enemy upon our soil at this time."

"Feeling that all the countries in Europe which it has been able to arouse against us will not be able to conquer Germany, England has called on the yellow hordes of Japan and India, and Africa has called upon the blacks of Africa. England thereby has placed herself beyond the pale of the white man's law."

"England believes that it can starve Germany into submission if the war should last long enough," I remarked. "Never," declared the Privy Councillor. "We are making all our preparations for turning potatoes into flour for the hungry. We have an excellent crop and it has all been harvested and put away. You know yourself that there has not been a rise in prices on anything. If the English figure on that they will be doomed to another disappointment."

"In good financial condition."

"And how about the industrial and financial situation?"

"Yes, I know it was predicted that Germany would collapse financially within a few weeks after the war began. The best answer I can give you is that we have a billion dollars of the new war loan. That is an unheard of achievement and something that any nation on earth might well be proud of. The other answer is that all the countries at war Germany is the only one which has not declared a moratorium. What need of saying more?"

I asked the Privy Councillor if there could be any justification for attacking London with Zeppelins.

"The English call us 'mad dogs' against whom any weapons are justifiable," he said. "The English are criminals. Against them the use of Zeppelins needs no justification. The sinking of the three cruisers is not the only surprise that the English will get. Mark what I tell you, London will be attacked by Zeppelins."

"As I arose to go the Privy Councillor said: "It is a long, long war and will be fought to the bitter end. We will have three million men to put into the field, and we are confident of winning out. If we go down, the world will long remember it."

VISCOUNT MONCK'S SON DEAD.

Special Cable Dispatch to The Sun. LONDON, Oct. 29.—The Hon. Charles Henry Stanley Monck, eldest son and heir of Viscount Monck, who was wounded in the fighting in France last month, has succumbed to his injuries. He was a Captain in the Coldstream Guards.

Lord Esme Charles Gordon-Leveson, second son of the Duke of Richmond, is among the wounded whose names appear in the latest casualty list. He was a Major in the Scots Guards.

It is unofficially stated that Sir Frank Stanley Lase, who was a Captain in the Tenth Hussars, has been killed in action. Two of his brothers were killed in the Boer war.

Sir Frank Rose succeeded to the title and his father's great wealth a year and a half ago. His father was the owner of famous race horses.

Emden, Flying Flag of Japan, Sinks 2 Ships

German Vessel Destroys the Russian Cruiser Zhemtchug and a French Destroyer in the Harbor of Penang.

DISGUISE PERMITS THE PASSAGE OF THE FORTS

TOKYO, Oct. 29.—The British Embassy here has received despatches stating that the German cruiser Emden, flying the Japanese flag, entered the harbor of Penang in the Straits Settlements and sank the Russian cruiser Zhemtchug and a French destroyer with torpedoes.

The Emden, besides flying the Japanese flag, was further disguised by the addition of a fourth funnel.

The use of the Japanese flag made it possible for the German ship to pass the guns of the British fort. After she had sunk the cruiser and the destroyer she escaped by the Strait of Malacca.

No word has been received of the fate of the crews of the two ships destroyed.

Merchant ships of the belligerent nations are taking refuge from the Emden at Colombo, Ceylon.

The Emden is the fastest German light cruiser which has been wrecking havoc among British shipping in the Indian Ocean. She is reported to have sunk twenty British merchant ships and one small Japanese merchant ship. British and Australian cruisers have been seeking her for some time.

The Zhemtchug was a light cruiser of 3,130 tons, with a length of 264 feet. She had a lightly armored deck and carrying two 4.1 inch guns, six machine guns and two 18 inch submerged torpedo tubes. Her complement was 356 men. The cruiser was damaged in the battle of the Sea of Japan and escaped to Manila, where she was interned. She was completed in 1903 and had a speed of 24 knots.

The Emden is only a little more powerful than the Zhemtchug, although she is faster by five miles. She is half a knot faster, has a displacement of 3,552 tons and carries ten 4.1 inch guns, two machine guns and two 18 inch torpedo tubes. Her armor is similar and she carries 361 men.

DISGUISE PERMISSIBLE

Flying of Foreign Flag Not Barred by Warfare Rules. WASHINGTON, Oct. 29.—The latest addition to the already long list of exploits of the fast German cruiser Emden is likely to give her a fame as a commerce destroyer equal to that of the famous vessels of similar character in the naval wars of the last century and in the American civil war.

She rose to the Emden in steaming into the British harbor of Penang under the Japanese flag recalls the practices of the men-of-war and privateers of a hundred years ago, who often cruised the seas under a flag not their own.

Naval officers were inclined to the opinion today that the officers of the Russian cruiser Zhemtchug and the French destroyer in Penang, which were torpedoed by the Emden, are open to criticism for not recognizing her as an enemy, even if she had adopted the disguise of the Japanese flag and a fourth smokestack. Inasmuch as Penang is a British port, it is asserted, there is no ground for denouncing the trick played by the Emden's commander.

This feat of the Emden will not in the least impair her status among neutral countries, while no doubt the British and Japanese fleets in the Pacific are already quite as anxious to have an opportunity of sending her to the bottom as they would be to should the Emden turn up in an American port she will be entitled to the usual stay of twenty-four hours and the privilege of taking on as much coal as may be necessary to get her to the nearest German port. There is nothing in the rules of modern warfare that forbids a submarine such as was practiced by the Emden.

SUNK OFF IRISH COAST.

Steamer Reported Lost—"Times" Suggests Closing North Sea. LONDON, Oct. 29.—Another steamer has been sunk off Malin Head, on the north coast of Ireland, according to word brought to Fleetwood last night by a trawler.

The Times, in an editorial discussing the possibility of mines off the north coast of Ireland, suggests that the steamer being dropped by North Sea trawlers flying a neutral flag and adds:

"The Germans have so flagrantly violated the precepts of international law that the only safe precaution seems to be to close the North Sea to all neutral maritime traffic in order to prevent any further dangerous abuse of neutral flags. We do not at present advocate this extreme measure, but it is for the authorities and, above all, for the Admiralty, to say whether such a development is practicable and desirable."

GERMAN VESSEL SUNK.

British Destroyers Attack Converted Cruiser, Is Report. PARIS, Oct. 29.—The Public Opinion, a Spanish newspaper published at Gibraltar, says that a German merchant vessel converted into a cruiser has been sunk in the Adriatic by a British destroyer squadron, according to the Barcelona correspondent of the Havas Agency.

According to the Spanish paper the destroyers rescued eighty-six members of the German crew.

SWEDISH SHIP HITS MINE.

Steamer Lost in North Sea—Five Drown. STOCKHOLM, via London, Oct. 29.—The Swedish steamship Ormen struck a mine in the North Sea off Cuxhaven on Monday and was lost, with five members of her crew.

The Ormen was on the way from Portuguese ports to Gothenburg, Sweden.

SCHELD T NAVIGABLE AGAIN.

Some of the Ships Sunk by Allies Are Released. AMSTERDAM, via London, Oct. 29.—Some of the ships sunk by the allies in the Scheldt have been raised, a despatch from Antwerp to the Rhensia Transport Company of Mannheim says, and the river is again open to navigation.

The military government of Antwerp has asked for bids for the raising of the ships sunk which still remain in the river.

3,000,000 BELGIANS NEAR STARVATION

Scant Supply of Flour Only Food Left for Hungry Peasants. Special Cable Dispatch to The Sun. LONDON, Oct. 29.—Capt. J. F. Lucy of the American Commission for Relief in Belgium, telegraphed Herbert C. Hoover, chairman of the commission, yesterday from Rotterdam:

"Representatives of the Comité National de Secours, from Brussels have arrived here. They state that conditions at Charleroi, Liege, Brussels, Mons, Namur and Antwerp are desperate. They are feeding from Brussels over three million people in those districts. It is feared that in desperation the hungry people will attack the authorities and cause serious loss of life."

The second American supply ship is expected to leave London on Saturday with 1,400 tons of wheat, rice and peas.

DANES BAR FOOD TO GERMANY.

Exportation of Foodstuffs Made Penal Offense by Parliament. COPENHAGEN, Oct. 29.—The Danish Parliament passed a bill to-day unanimously making the exportation of foodstuffs to Germany a penal offense.

This measure was adopted to assure Great Britain that Germany could not receive foodstuffs through this country.

WOULD SHUT MEDITERRANEAN.

Remedy Proposed by England to Starve Out Her Enemies. Special Cable Dispatch to The Sun. ROME, via Havre, Oct. 29.—It is understood here that the British Government is considering the question of preventing the increasing trade in contraband of war carried by neutral ships and destined for immediate neutral ports, whence it is transhipped and delivered in Germany and Austria.

It is proposed to undertake a drastic remedy by closing up not only the Suez Canal but the Straits of Gibraltar. Such a course would paralyze all Mediterranean trade.

124 BOER REBELS SURRENDER.

Will Be 140,765 Instead of 122,000 on Peace Footing. LONDON, Oct. 29.—The Colonial Office has received a despatch from Governor Buxton, Governor-General of the Union of South Africa, stating that 124 Boer rebels, including five officers, have surrendered.

MINE SCARE RAISES MARINE INSURANCE

Transatlantic Rates Now Quoted Anywhere From 1 to 7 Per Cent.

MAY GO STILL HIGHER

In view of the reported activities of the few German cruisers which have so far escaped the British fleet and the sinking of numerous merchant ships by mines marine insurance rates have advanced sharply. Transatlantic rates are now quoted at anywhere from 1 per cent to 7 per cent. The reported sinking of the steamer Manchester Commerce off the coast of Loughs made some men believe a flurry in marine insurance circles, for it was believed that those waters were free from German mines. It now seems that the Germans have been able to spread their mine field further than was believed, and insurance underwriters are taking no chances. Rates for ships destined for the Baltic are said to be practically non-obtainable.

Since last Friday marine rates on cargoes shipped to the Far East have risen between 25 per cent, and 50 per cent, according to one underwriting firm, and are now quoted at from 4 1/2 per cent to 5 per cent. This is entirely due to the activities of the German cruiser Emden.

While no new adjustment of rates has been arrived at on cotton shipments since England announced that cotton was not contraband, it is learned that cotton shipments which previously were refused insurance against capture by the allies now have that protection.

Reports of the foundation of a new marine insurance company known as the German Marine Company of 1914 of Hamburg, which has a capital of \$2,000,000 of the 28,000,000 marks capital. It is not believed that it is intended, however, to insure German ships against loss in Atlantic waters.

While the German marine insurance companies gave that up after the British fleet swept German commerce from the seas, marine insurance men believe that the object of the new company is to encourage German shipping in the Baltic and to neutral Scandinavian countries, on which Germany is now mainly dependent for her supplies from outside of her own borders.

SEIZURE THREATENS DISASTER TO COPPER

Big Companies Unite in Appeal for Action by Secretary Bryan. Disastrous effects upon the copper industry of the country are threatened by the acts of seizure of the British navy, according to a letter of protest sent by four of the greatest companies of the country yesterday to Secretary of State Bryan. Because of the fear that ships carrying copper to other European ports than those of the allies may be seized, stowaway companies practically refused yesterday to accept copper for shipment to these ports under any acceptable conditions.

As a result if relief is not obtained through the State Department the foreign trade of this country will be seriously crippled. It is said that 123,000,000 pounds of copper must be shipped in the next two months if the exports this year are to equal those of last year and that if shipments continue to be interfered with more of this \$12,000,000 of business is likely to be lost to the country.

The American Smelting and Refining Company, the American Metal Company, the British Metal Company, the Consolidated Metals Company and the Consolidated Copper Company signed the protest sent to the State Department. They represent 90 per cent of the exports of copper of this country.

They say that in the seizure of the Italian steamers San Giovanni and Regina d'Italia at Gibraltar the American Smelting and Refining Company has 500 tons of copper held up, the Consolidated Metals Company 200 tons, the Consolidated Copper Company 400 tons, all consigned to Italian ports in the usual course. The protest also held by the British, it is stated, has 800 tons belonging to the American Smelting, and 500 tons to the United States. The serious outlook for the copper companies is as follows:

These measures of interference with our commerce threaten to stop altogether the exportation of copper from the United States to Europe, and this means practically the stoppage of the entire copper business in that metal, except to England and France, since there is no demand for the American product outside of Europe.

The effect of the export trade would be disastrously to the copper mining industry throughout the West.

The copper companies have suffered heavy losses through the British seizures. They also reported that the 4,000 tons of American copper recently taken from four Dutch steamers were bought by the British Government and paid for at the rate of 12 cents a pound. The American companies suffered a loss of about \$250,000 in this transaction, because at Rotterdam the price would have been 15 cents and even 15 1/2 cents a pound. The indications are that the 4,000 tons about the New York market price, plus the freight and insurance charges. Since then not a pound of copper has been sent from this country to the Netherlands.

Yesterday not only the Italian American and Lloyd Sabauda lines, but the Velce and Lloyd Italiano lines refused to take cargoes of copper for Italian ports. They also refused cargoes of leather, shoes, rubber, gutta percha and hematite. Agents of the copper companies were scouring the shipping fields to get ships to carry orders from abroad, but without success. Insurance rates on copper were advanced sharply.

BIG LONDON MONEY RESERVE.

Better Showing All Around in Bank of England Statement. LONDON, Oct. 29.—The Bank of England's weekly statement shows that the total reserve increased 1,496,000 (£7,480,000); bullion increased 214,000 (£1,570,000); bullion increased 1,809,984 (\$9,049,920); Government securities decreased 4,467,000 (£22,335,000); other securities decreased 3,920,000 (\$19,600,000); public deposits increased 4,230,000 (\$48,150,000); other deposits decreased 116,322,000 (\$51,610,000); note reserve increased 1,551,000 (£7,756,000).

The proportion of reserve to liability is 29.7 per cent, as compared with 27.2 per cent last week.

The Bank of England bought to-day £1,500,000 (\$1,175,000) gold in cables and £715,000 (\$5,720,000) in bills. The price of copper has been fixed for the settlement on November 5 at 150 1/2 (\$252.50).

PORTUGAL EXPECTS WAR.

President Calls Congress Together to Decide Issue. According to the Lisbon Herald, a copy of which was received here yesterday, President de Arraigo of Portugal has convened Congress to decide between war or peace. Indications are said to point to a certain declaration of war.

A commission of British army and navy officers is in Lisbon and a similar commission of Portuguese officials is in London conferring on ways and means for the opening of hostilities.

G. R. Sampaio, Portuguese Consul-General, said he had received no instructions for the calling of reservists in the United States.

SPAIN TO INCREASE ARMY.

Will Be 140,765 Instead of 122,000 on Peace Footing. MADRID, Oct. 28, via Paris, Oct. 29.—The peace footing of the Spanish army for 1915 has been raised by the Council of Ministers from the present strength of 122,000 men to 140,765 men.

At the same time the naval strength for 1915 was placed at 15,000 men.

Cargo Secrecy Order May Cause More Ship Seizures

Action of the United States Government to Keep Shipments Secret for Thirty Days After Sailings Meets With No British Protest.

NEW REGULATION REQUESTED BY SHIPPERS

WASHINGTON, Oct. 29.—The order of the Treasury Department that information regarding cargoes and destinations of outward going ships clearing from United States ports shall not be given to the public until thirty days after the vessels sail, will not be questioned by the British Government.

A statement was made here to-day by Sir Cecil Spring-Rice, the British Ambassador, in which the right of the United States to make such a regulation was fully recognized.

Likewise, Acting Secretary Lansing, for the State Department, conceded fully the right of the British to hold up on the high seas any or all vessels clearing from United States ports for examination of their manifests and clearance papers, so as to satisfy themselves as to the neutrality of destination and cargo. Both officials were of the opinion that the order will probably result in the stoppage of more vessels on the seas.

The order was issued, it was learned, largely at the wish of exporters. American shippers feared that seizure of cargoes was made more likely by the fact that British officials in this country had access to the manifests of outward going vessels.

They also represented to Administration officials that they did not care to have spread broadcast in business circles the information as to exactly what cargoes they were shipping, and where they were sending them. It was also held at the State Department that the entire burden of protecting its rights and exercising its privileges as a belligerent should be placed on the British Government.

The United States Government has of course a perfect right to issue regulations. It thinks fit and foreign Powers have no reason to complain. In New York the regulation has been in force for some time.

The publication of manifests is not a usual practice and depends solely upon local custom in different countries. Nothing in the regulations prevents the Consuls of neutral countries from communicating to Consuls of belligerents, as is now done, details as to destination of contraband and other information of the neutral Government in regard to cargoes.

The last sentence of the Ambassador's statement refers to an arrangement which the British Government is rapidly effecting with the Governments of the neutral States adjacent to Germany and Austria. The British Government is seeking to have the neutral Governments serve as the consular agents of such articles of contraband as absolute or conditional, to those countries.

This arrangement is desired by the British as being more likely to prevent the reexportation of such articles from neutral countries into Germany or Austria, for the whole responsibility for the ultimate destination of such articles is thus placed upon the neutral Government.

Under this arrangement the British propose that Consuls of neutral countries in the United States, for example, shall notify the British Consuls in that country of such articles as are going forward in such and such a ship, consigned to the Government which he may represent.

The information would then be placed in the hands of the British authorities and would be satisfactory evidence as to the right of the vessel to proceed when confronted by the British patrols in European waters.

Naturally the consignor or his representative, if he is a British subject, would be satisfied to have the information placed in the hands of the British authorities and would be satisfactory evidence as to the right of the vessel to proceed when confronted by the British patrols in European waters.

The information would then be placed in the hands of the British authorities and would be satisfactory evidence as to the right of the vessel to proceed when confronted by the British patrols in European waters.

BRITAIN WILL SEARCH NEUTRAL STEAMSHIPS

Modifies London Declaration to Permit Seizure of Supplies for Enemy. Special Cable Dispatch to The Sun. LONDON, Oct. 29.—The Government issued an order to-day specifying the following modifications of the Declaration of London, which has been in effect since the outbreak of the war.

"Neutral vessels with papers indicating a neutral destination, which, notwithstanding the provisions of this article, shall be liable to capture and condemnation if encountered before the end of the next voyage."

According to Article XXXV of the convention, conditional contraband was not liable to capture except when found in a vessel bound for territory belonging to or occupied by an enemy. Notwithstanding the provisions of this article, conditional contraband shall now be liable to capture on a vessel bound for a neutral port if the goods are consigned to order, or if the ship's papers do not show who is the consignee of the goods in territory to or occupied by an enemy.

"Where it is shown that an enemy is drawing supplies for his armed forces through a neutral country the British Government may direct that in respect to ships bound for a port of that country Article XXXV, shall not apply, and so long as such a condition exists the neutral country shall be liable to a port of that country shall not be immune from capture."

IS FIRST SHIP FROM GERMANY.

Sagoland Gets Here From Port of Emden, Prussia. The Swedish freight steamship Sagoland, usually in the fruit trade, arrived yesterday from the ancient port of Emden, in the province of Hanover, Prussia, and won the distinction of being the first vessel that has come out of Germany to an American port since the beginning of the war. She came in ballast and will load grain for Malmo, Sweden.

Capt. Nilsson said that he left Emden in charge of a skiff pilot who knew all about the location of mines in the North Sea and picked his way through them. After dropping the pilot the Sagoland proceeded on her course, north of Scotland, steaming leisurely, so as not to waste coal, and making Sandy Hook in sixteen days.

Some sailors lay siege And depend on endurance, But the lower that's-wise Takes out LOVE INSURANCE

a novel by Earl Derr Biggers, author of Seven Keys to Baldpate. \$1.25 net. At all bookellers. The Bobbs-Merrill Company, Publishers

SAY GERMANY SEEKS PEACE WITH FRANCE

The Offer Made Unofficially Through Dutch Socialists, London Papers Assert.

CONCESSIONS PROMISED

LONDON, Oct. 29.—Several of the London newspapers print to-day stories from correspondents in France, who assert that Germany has made unofficial overtures to France to conclude peace apart from her allies.

These advances, admittedly lacking official weight, are said to have been made through German Socialists, who acted in turn through Dutch Socialists, the latter making the proposals known to the French leaders of their party, and also through financial interests, whose locus is not given.

The lure held out to France was the promise of concessions of territory, including Metz and part of Lorraine and Alsace according to the correspondents, who declare that the French Socialists indignantly repudiated the overtures and that the financial powers concerned met with similar rebuffs.

The Bordeaux correspondent of the Standard tells of the offers made through the Dutch Socialists. The German Socialists, he says, tried to convince their French comrades that Germany had no quarrel with the French and portrayed Great Britain as the real enemy of France, arguing that the British had incited the French, Russians and Belgians to fight England's battle against Germany.

The intimation was conveyed to the French Socialists, the reports say, that France would benefit by deserting her allies and concluding a separate peace. It is pointed out in this connection by the correspondent that the German Socialists apparently do not realize that the members of the party in France have become the bitterest enemies of Germany and the most loyal adherents of the French Government in the war.

The Paris correspondent of the Chronicle sent a story along similar lines, but he gives certain financial powers as the agency through which Germany was working to detach France from her compact with England and Russia and to get her to make a separate peace on terms advantageous to herself.

"Information has been conveyed to certain influential Frenchmen," the correspondent says, "who were expected to act as intermediaries, that the German Government recognizes the quality of the stand made by the French armies; that Germany has never regarded France as her principal enemy and that she is ready to make peace on terms merely honorable but generous for the republic."

"I believe, however, that, with all the bitter suffering that lies heavy on the land, no public man would dare openly favor and probably not one would privately entertain the bargain."

The correspondent adds that while the proposal was not made through official channels, yet it was offered with apparent authority through commercial and financial sources. He evidently fears the effect of the proposal upon sentiment in the United States because he said that it should be made public at once in order to "deprive Count von Bernstorff, Herr Dernburg and Prof. Muensterberg of any new text from which they can attempt to mislead American opinion."

WAR CHECKS INCOME TAX.

Election of French Senators Also Made Impossible. Special Cable Dispatch to The Sun. PARIS, Oct. 29.—One of the questions which will require Parliamentary decision before the new year is the income tax, which will be raised by the law passed in July of this year ought to take effect on January 1. It is impossible, however, to introduce the new tax under the present circumstances.

Three hundred and two Senators will reach the limit of their term on January 4. It is impossible to hold elections, as five of the departments which are affected are now invaded by the enemy, while in others many of the Senatorial electors are under the colors.

Special Cable Dispatch to The Sun. HAVANA, Oct. 29.—The Dutch Government has forbidden the Holland-America Steamship Company from accepting cargoes from Cuba. Dutch ports and ports they are consigned to the Netherlands Government.

ANGOLA MOVE UNCONFIRMED.

Berlin Knows Nothing of German Invasion of Portuguese Colony. BERLIN, via London, Oct. 29.—The Wolff Bureau, the official German news agency, announced to-day that nothing is known here concerning the report that German troops had entered Angola, Portuguese West Africa.

The report that Angola had been invaded by German forces came on October 27 from Lisbon and Madrid through a Paris news agency. The despatch said that the Portuguese Government was making preparations for the sending of warships and troops to Angola.

B. Altman & Co. A Sale of Imported Velvets commencing this day (Friday) will comprise 10,000 yards of Dress Velvets, Plushes, Velvetens, Corduroys, and Millinery and Trimming Velvets, arranged in Lengths and offered at extraordinary price reductions. These Velvets will be on sale at special tables in the Madison Avenue section of the First Floor. A Silk Offering of special interest, which will be commenced this day (Friday), will consist of 10,000 Yards of All-silk Crepe Meteor 40 inches wide, in an assortment of over fifty colors, at the extraordinarily low price (for this quality) of \$1.45 per yard. Fifth Avenue - Madison Avenue 34th and 35th Streets New York