

# REPORTS 200 LOST

[Republican A. P. Leased Wire]  
LONDON, Nov. 24.—A dispatch to the Daily Telegraph, from Petrograd says:  
"The German guardship sunk by Russian destroyers near Libau is semi-officially stated to have been a cruiser armed with 3 1/2 and 4 inch guns, and having a crew of 200, only twenty of whom were saved. The fight was a very short one."  
The Petrograd official communication of Monday announced that in the Baltic sea on November 20, Russian torpedo boats near Windau (which lies to the north of Libau) sank a German patrol boat. The communication added that one officer and 19 soldiers were taken prisoners and that the Russians suffered no losses.

# REVENUES AND DEFENSE TO BE MESSAGE BASIS

[Republican A. P. Leased Wire]  
WASHINGTON, Nov. 23.—President Wilson's next annual address to congress, it was learned definitely tonight, will be devoted primarily to a discussion of national defense and the subject of revenues, though it will refer to other legislative questions which the president expects congress to act on during the coming session.

The president has not completed the message, to which he has devoted practically all of his time for the last week. He discussed subjects to be dealt with at today's cabinet meeting and unanimous opinion was reached by the official family as to what should be the general character of the document.

Reasons for strengthening the army and navy at this time will be emphasized at length by the president. "For defense" will be the keynote of his argument, and declaring that the United States has a humanitarian mission of peace in the world, he will insist that under present conditions, when all Europe is at war, the United States must be ready to defend its rights to independent and unimpeded action.

The continental army plan proposed by Secretary Garrison for the training of 400,000 citizen soldiers in the next three years in annual contingents of 133,000 is to be strongly supported.

In the last annual message to congress, in which he opposed large additional expenditures on the army and navy the president declared that it was proper that the young men should be given an opportunity to learn to be soldiers "in such time as they can command a little freedom." He will repeat this idea this year and express the conviction that the plans submitted by the army general staff call for a standing force larger than the country wants.

The navy plans also will be pointed out as drawn up carefully after consultation with experts and after taking note of the lessons taught by the European war. The necessity of providing men, munitions and equipment will be declared as necessary as the building of warships.

The administration plans to urge a merchant marine bill in connection with the need for more auxiliaries for the navy, and the president is expected to make some mention of this subject in his message.

In addition to national defense, the president will take up conservation measures, including water power and mineral land leasing measures which failed of passing at the last session. He is known to be as much in favor

# DEPUTIES TALK OVER THE HIGH COST OF LIVING

[Republican A. P. Leased Wire]  
PARIS, Nov. 24.—The high cost of living in war time has been the subject of a lengthy debate in the chamber of deputies, which is seeking some solution of this important question. The governments bill proposing to fix the prices of the necessities of life furnished a basis for the discussion.

Louis J. Malvey, minister of the interior, speaking of the text of the bill, characterized it as revolutionary, which brought protests from the chamber, but he added that in the interest of the nation the bill must be adopted. This declaration was applauded by the entire chamber.

The debate became so diversified that the deputies were unable to reach a vote and it was decided to continue the discussion on Thursday. The speaker demanded that the bill apply to clothing and shoes, as well as to food. Speculators in the necessities of life came in for denunciation, and stringent measures were urged against them, as well as against merchants illegally exporting indispensable commodities to neutral countries, which was declared to be partly responsible for the high prices in Paris.

"We have not yet been reduced to issuing tickets for bread, milk and meat, but we must give commerce a lesson," said Deputy Poirier de Narca, who also insisted that merchants be required to post on their doors the prices of goods and that the perfects be given authority to demand from dealers their bills, so as to permit the fixing of prices.

The requisition of mines was suggested with the object of reducing the price of coal.  
M. Malvey, before asking for a favorable vote for the bill, went into a long discussion on the reasons for high cost of living. Some of the causes, he said, were artificial, such as speculation, controlling the supply and immoderate profits. Legislation against capitalists, who manipulated the markets, he declared, was defective, and the present bill would remedy this.

Deputy Pierre Laval, said that while the press informant had represented Germany as being furnished, it must be said that she had given France an example of organization and method for Germany had a long time ago anticipated France's proposed legislation.

Two other subjects to be included in the message are the bill giving a broad degree of self government to the Philippines and rural credits legislation.

# SENT SUPPLIES TO MEN

(Continued from Page One)

American line offices here on the afternoon of August 5, 1914, and there had met Dr. Buentz, John H. Gans, now dead; Kotter and Hachmeister. They had told him that they wanted him to clear two American steamers, the Lorenzo and the Berwind, loaded with coal with all possible speed—that afternoon. It then lacked only half an hour of closing time at the customs house and Kulekampi hesitated to do as they asked, because he was not in the custom of clearing ships.

"They told me," he said, "that they did not want the Hamburg-American line to appear in the transaction." After a parley of several minutes, during which Kulekampi told them he had a brother in business in Buenos Aires, he decided that he would accommodate them and swear to the clearance manifest, giving his name as shipper and his brother in Buenos Aires as consignee. Accordingly he went to the customs house and did so and the vessels sailed without delay, the Berwind that evening and the Lorenzo the next day.

It developed from stories told on the stand by succeeding witnesses, that Captain Falkenberg, of the Berwind had likewise sworn to a manifest, giving the shipment aboard the vessel as coal, and that a supplemental manifest was not made until the next day to cover certain cases of provisions and oils which a gang of stevedores had been loading on the Berwind all day and night. For swearing falsely to the manifest, it developed, Captain Falkenberg was fined \$500 by the port authorities here last December. This money was paid, in the Captain's behalf, by the New York and Porto Rico Steamship company, the Berwind's owners.

"And was the \$500 repaid too?" Mr. Wood asked Franklin D. Mooney, president of the company.  
"It was," Mr. Mooney testified. "It came to us through our attorneys. I understand they received it from the Hamburg-American line."

Mr. Mooney and another official of the steamship company testified that the sudden calamity of war had made it impossible to obtain insurance on their steamers; the Berwind and the Lorenzo, at the time they were chartered to the Hamburg-American line. Accordingly an indemnity bond was furnished by the Hamburg-American line for \$250,000 in the case of the Lorenzo and for \$260,125 in the case of the Berwind. The Hamburg-American line went on the bond with its president, Edward J. Berwind and John A. Berwind, millionaire coal operators.

"This was in case anything should happen," it was testified, "in case the stevedores should not be delivered back to us."

Both steamers were seized by the entente allies warships, it developed. The Berwind came back home after long proceedings, but the Lorenzo was confiscated and sold under prize court orders.

"And did you get her full value, as set forth in the indemnity bond?" Mr. Wood asked Richard D. Vignery, of the firm which owned the Lorenzo.  
"We did," he replied.

Later Mr. Wood asked Mr. Mooney from whom the \$350,000 was received.  
"We got it through our attorneys," he said. "I understand it came from the Hamburg-American line."

Edgar J. Berwind, head of the coal party bearing his name, testified that his firm had sold coal to the Hamburg-American line for more than 30 years, and that he did not hesitate to become a surety on the bond when requested.  
Both the Lorenzo and the Berwind, witnesses testified, sailed with supercargoes, placed aboard by the Hamburg-American line. The supercargoes, the government charges, carried sealed instructions to be opened after sailing in the case of all sixteen ships on which the cargoes are based and, it is alleged, in some cases these instructions were opened and the supercargo assumed command before the steamer had passed out beyond the three mile limit over which the United States exercises jurisdiction.

Although the government's witnesses today testified mostly concerning the Berwind and Lorenzo, the names of other steamers sent from American ports on the same errand figured in some of the testimony. There was little variance except as to sailing dates and destinations of any of these vessels.

# SPECIAL PRIVILEGES

(Continued from Page One)

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On all our regular stock of fine imported damasks—the choicest designs—the finest of linens—genuine double warp satin damasks—regularly selling up to \$3.00 yard. As a special Thanksgiving offering, of

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Made of fine French and suiting serge—neatly and stylishly made. Every one a correct late style model in shades of Navy blues, dark greens, dark wine, Copenhagen black and Belgian blue.

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# BOSTON STORE

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# ELEVEN IS NOW GIVEN AS TOLL OF CARNIVAL WRECK

[Republican A. P. Leased Wire]  
COLUMBUS, Ga., Nov. 23.—The number of deaths resulting from the collision near here yesterday between a Central of Georgia passenger train and a special carrying the Con. T. Kennedy Carnival company, was given as eleven, in a statement issued tonight by officials of the carnival company. All the dead were connected

with the carnival company. Two other carnival employes were probably fatally hurt, and forty are suffering from painful injuries.  
Railroad officials have made no statement of the number of dead. It was said tonight the exact toll might never be known, because of the difficulty of checking up the charred bodies of those caught in the burning wreckage.

# GERMANS FOLLOW PATH OF CRUSADERS TO SAVE INFIDEL TURKS



ervation, especially in the event that the allies decide to abandon their Balkan expedition, leaving Greek Macedonia at the mercy of the victorious Bulgarians, with their army already in the field.  
As the statements of the French and British respecting a continuation of the Balkan campaign leaves Greece in doubt on this point, it was said, there is no present possibility either of the demobilization or withdrawal of the Greek troops from Saloniki. But the moment the allied forces operating in this field assume proportions sufficient to guarantee a serious prosecution of the Balkan campaign, rendering Greece's own defense in Macedonia superfluous, the king will not refuse to consider demobilization or at least the withdrawal of the Greek troops from Saloniki if their presence is regarded as embarrassing to the movements of the allies. It is likely that a solution of the Greco-British differences will be reached along these lines, it was said.

# MEXICANS CROSS

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Cananea Consolidated Mining company as an electrician. He is said to have relatives in Bridgeport, Conn.

**Obregon's Plans Fail**  
DOUGLAS, Nov. 23.—The plans of General Alvarado Obregon, Carranza commander in chief, to capture in Cananea the Villa forces of General Jose Rodriguez have failed. The capture of Cananea, which Obregon now holds, was an empty victory, it was intimated in Carranza circles today, for Rodriguez eluding Obregon, escaped.  
The Villa commander with a large force has been definitely located en route to Nogales, to reinforce Villa troops also there. In making his escape Rodriguez is reported to have killed an American engineer, who aided in the escape of his army.  
While no official expression could be obtained in Agua Prieta today it was intimated in official circles that some of Obregon's commanders to whom was assigned the task of closing all roads from Cananea "failed miserably" and that because of the failure Obregon's plans of campaign require a complete readjustment.  
The arrival of Rodriguez at Nogales, it was said, would mean that the United States attorney general and to United States Senator James D. Phelan, by the California Oil Industry Association, an organization said to represent 50,000 persons engaged in the oil industry.  
According to the petition twenty-five actions are now pending against oil companies operating on the withdrawn lands and other suits are in contemplation. The petition urges that the uncertainty of the situation had reduced the oil industry of California "to sore straits" and that the bringing of additional suits would be disastrous to the industry itself and "detrimental to the business conditions in this state."

# URGE NO MORE SUITS AGAINST OIL LANDS UNDER TAFT ORDER

[Republican A. P. Leased Wire]  
SAN FRANCISCO, Nov. 23.—A request that the government institute no more suits under the Taft order of 1908 withdrawing certain California oil lands, until congress has had an opportunity to deal with the situation, was the subject of a telegraphic appeal sent today to the United States attorney general and to United States Senator James D. Phelan, by the California Oil Industry Association, an organization said to represent 50,000 persons engaged in the oil industry.  
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# WHITLOCK COMES HOME

NEW YORK, Nov. 23.—Brand Whitlock, minister to Belgium, accompanied by Mrs. Whitlock, arrived here tonight on the Holland-America liner Ryndam after a 14 day voyage from Rotterdam, the longest and one of the roughest crossings in the boat's history. Mr. Whitlock will pay a flying visit to Washington, Cleveland, Toledo and back to New York and will then return to his post in Brussels, sailing from New York on the Rotterdam on December 28.

# MISS HIBBEN WEDS

PRINCETON, N. J., Nov. 23.—Miss Elizabeth Grier Hibben, daughter of President John Grier Hibben of Princeton University, was married here this afternoon to Prof. Robert Maxwell Bacon, of the classic department. Dr. Francis L. Patton, former president of Princeton, officiated, assisted by Rev. Ralph B. Pomeroy of Trinity church, Princeton.  
After the wedding, a reception was held in Prospect, the campus home of the bride's parents, at which many distinguished visitors as well as members of the faculty and trustees were present.