

# SWEDEN, "ON RATIONS" BECAUSE OF BRITAIN'S BLOCKADE, PROTESTING

## Scandinavians Look to America to Force Belligerents to Have Proper Regard For Rights of Neutrals—Sweden's Great Commerce Cut Down to Insignificance By Violations of English—Coffee Scarcity Causes Suffering.

Stockholm, Sweden, July 24.—While much has been said and written in the United States regarding the British blockade and its effect upon the neutral nations, there still exists here in Scandinavia a feeling among government officials and commercial interests that the American people as a whole do not fully comprehend the situation. They assert that in tightness of "being of steel" around Germany, Great Britain has arbitrarily put the three neutral countries of northern Europe "on rations." The blockade prevents these countries from having any of the goods which they should have, not what the countries produce themselves.

There was the threat, too, not so long ago, that the Activist and pro-German groups in Sweden might create a situation which would force this country into war as an ally of the Central Powers. England is believed here to have fully realized this situation and it was then that the "rations" basis was finally determined upon. England decided that neither Sweden nor her neighboring countries of Denmark and Scandinavia should accumulate a stock of supplies which could be of war advantage. So these countries are not allowed any imports to carry them more than sixty to ninety days ahead of their normal demands.

Sweden, the one Scandinavian country without an agreement with Great Britain does not feel she is any worse off than her neighbors. For Denmark recently was left practically without coal supplies. Gasoline so nearly reached the point of depletion that it sold for 50 cents a quart. The shortage of coal seriously threatened all industries. To save electric power all street and advertising signs were forbidden.

Sweden still is able to get large quantities of coal and kerosene from Germany, and it is in exchange for this very essential import that the Swedish government allows the export of iron ore and various food supplies to Germany. German commerce still flourishes in the south although the recent activities of English and Russian submarines and destroyers sent a thrill of apprehension through the various trading interests. Coal is by far the chief import of Sweden, and it is the other Scandinavian countries.

The Swedish system covering exports of food to Germany has been very carefully thought out. No food can be exported without special license from the government. In order to obtain this license the exporter of butter, eggs, pork, etc., must agree to put on the home market at a specified price an amount of food equal to that which he exports to Germany. The products thus placed on the home market is known as "compensation food" and is sold well below the prevailing market. For a long time the better classes of consumers were able to gobble up all the "compensation food," immediately after the war. Now, however, it is issued to the poorer classes and they have special privileges at all sales.

In the pro-English circles of Stockholm it is asserted that Sweden has brought upon herself most of the vexations of the blockade. They declare that if Sweden had not been the first place to certain duties of Great Britain all of the Scandinavian countries would have been given special treatment. Now England cannot give Norway and Denmark all that she would for fear such supplies would be sent to Germany.

At the time the trade agreements were negotiated with Denmark and Norway, Great Britain also sent special commissioners to Sweden. The proceedings got to the point where Great Britain demanded the right to place British agents in all Swedish ports. The Swedes, and negotiations were abruptly broken off. The English assert that the Swedish commissioners concerned in the conference insisted that England should grant certain concessions to Germany, which, of course, was out of the question. It further is asserted that the Swedish delegates refused to permit minutes to be kept of the discussions.

The rupture over the proposed trade agreement came just at a time when 400 tons of rubber, in transit through Sweden to Russia, was allowed to fall into the hands of the Germans. This incensed the English. It happened this way. The rubber was shipped from England and had reached the Russian frontier at Tornaa when it was stopped by the Swedish government because no license for the transit had been obtained. The rubber was brought to Stockholm. Finally the export license was arranged and the previous consignment of contraband was started for its Russian destination. This time, however, it did not go forward by the protected railroad line. It was placed upon a small steamer. This tiny little "tugger" had not progressed a hundred yards outside the three mile limit of Swedish territorial waters before it was bodily "captured" by a German destroyer and taken as a prize to Germany.

Of course there were immediate charges of collusion, but the Swedes claimed the re-shipment was arranged by Russian agents and if there was "crookedness" in the transaction it was the act of an unpatriotic Russian.

There were many other instances of violations of the Swedish government's export prohibitions. When copper ingots and copper ores were put on the forbidden list one Swedish firm filled a contract for hundreds

of thousands of copper medals bearing the likeness of Field Marshal Hindenburg for alleged distribution to soldiers in the trenches. There was also started an unusual trade in copper "headstones" for German graves. The government by this time, however, had gotten wise and the grave "stones" were stopped and confiscated.

It is freely asserted here that many of the merchants who in the earlier days of the war gave guarantees to Great Britain openly announced afterwards that they did not consider the guarantees binding inasmuch as England had no right in international law to ask for such agreements. The situation became so bad as to lead King Gustave to make this statement in a speech from the throne:

"During the present conditions I have judged it appropriate to cause an investigation to be made with regard to increased possibilities of legal prosecution against those entering into relations with foreign states injurious to our country, or dishonestly profiting from the bad times."

This state of affairs also led to the creation in Sweden of a British commercial secret service. Swedish merchants say there are several hundreds of these agents now in Sweden and that every imported article is traced to the ultimate consumer. These agents also have prepared the Swedish "black lists" for Great Britain. Swedish concerns which ordinarily sell to Germany can get any sort of goods through the English blockade. If a Swedish manufacturing concern sells brass lamps to Germany it cannot get tin from overseas to make milk separators even for Russia, despite the fact that the latter country is an ally of Great Britain.

Manufacturers assert that the British authorities in measuring materials to be allowed Sweden overlook the fact that Russia has come into the Swedish market for hundreds of products and manufactures forcibly bought from Germany. They claim to be seriously handicapped in filling Russian and Japanese contracts because England will not let the necessary raw materials "out of bondage."

One of the most aggravated cases of this sort has had to do with the import of two types of machinery to be used by a Swedish manufacturing concern building paper-making machinery for Finland, Russia and Japan. This machinery originally was bought in the United States. When the British Legation was applied for for a license to pass the machinery through the blockade, the Swedish importer was rather suggestively asked why he had not purchased the machinery in Great Britain. He replied that it was cheaper in America, but believing it might facilitate matters if he bought on the British market, he purchased the American order and bought at a higher rate in London. He then applied anew for a license. The importer, the manufacturing concern and the Russian, Finnish and Japanese firms for which the machines were intended all were approved by the British Legation. The application for the import license has been pending four months without any sign of action. The Swedish manufacturer submitted a detailed statement as to how every ounce of allied nations of Great Britain.

"Thus you see," said this manufacturer, "if you are on the English blacklist you don't get anything, and if you are not on the English blacklist still you don't get anything. What are we to do?"

The Swedish importers have also discovered that the English have a "seller's black list." If the goods are bought from a firm in North or South America which also sells to Germany they are detained in Great Britain and probably will remain there until the end of the war.

It is announced here that in the last six months Great Britain has seized from one line of Swedish steamers in the South American trade 87 per cent of their cargoes, allowing only 13 per cent to come through. These cargoes consisted principally of coffee, cocoa, hides and wool.

The British have been able absolutely to control all cargoes carried in Danish and Norwegian ships by threats not to allow such steamers bunker coals. Also no steamer is allowed to load goods in England for Scandinavia unless assured of a return cargo.

Roughly the import situation with respect to Sweden (and applying almost similarly to the two other Scandinavian states) is as follows: Coal—Sweden imports most from Germany, Norway and Denmark from England—very large quantities coming to latter countries.

Cotton—Coming through in small quantities when consigned directly to spinners. No cotton allowed to dealers.

Copper—Restricted similarly to cotton—direct to consumer.

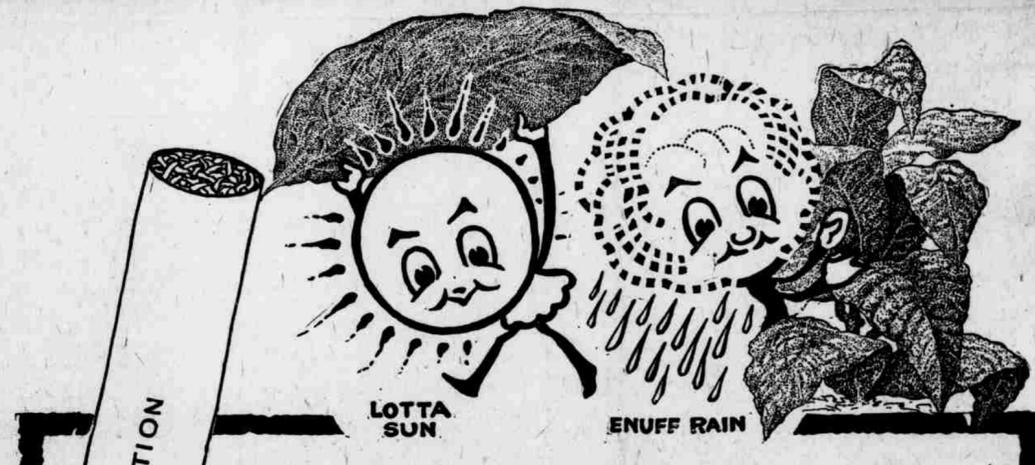
Coffee—Import practically prohibited by Great Britain. It is said Great Britain now holds at least 25,000 tons of coffee assigned to Sweden, valued at between \$5,000,000 and \$7,000,000. Great Britain claims Sweden has coffee enough for this year. The Swedes admit there is sufficient in the country but the speculators have it all.

Cocoa—Imports practically stopped for this year. England claims Sweden imported in three months an amount equal to that ordinarily consumed in two years.

Corn, wheat and other grains, fats for margarine, lard, bacon and pork—all imports are handled by the Swedish government's food commission. Very limited amount allowed to come through. One cargo now held in Great Britain because Swedish government will not give guarantee demanded.

Experiment a Costly One. Captain Koenig in a little talk in German last Friday said significantly that he would see them again in a few weeks and intimated that he expected to make frequent trips in the Deutschland to this port. But neither the captain nor his officers nor crew are nearly so confident as he talks. Members of the crew have told new-made German friends here that it is a terrible risk, too severe to be continued. And it may be put down for a certainty, as a German who knows expressed it, if the Bremen is lost or captured or sunk it will end the undersea German-American traffic. The experiment is too costly to be repeated. So all depends upon the coming of the Bremen, and Captain Koenig has told friends here that the Deutschland will not sail until the Bremen arrives.

It was reported here today, but Mr. Hilken would not confirm it, that there has been stored on the submarine the \$4,000,000 in gold, said to be part of the treasure of the North German Lloyd liner Kronprinzessin Cecilie, interned at Boston. This is said to account for Mr. Hilken's visit to Boston



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## BREMEN'S DELAY NOW HOLDING UP UNDERSEA LINER

### Agents Here Are Worried Over Failure of Second U-Boat to Arrive.

Baltimore, July 24.—White a hundred and one reasons, including one that insurance has not yet been negotiated for \$4,000,000 in gold said to be aboard, have been given by those connected with the big submarine merchant ship Deutschland to account for her delay in starting on her return voyage to the Fatherland, the real cause for holding the undersea craft in leash so long over her expected time for departure is a secret of Paul Hilken of the Schumacher Co. and his associates.

Mr. Hilken, Captain Hinsch of the interned German liner Neckar, and Captain Paul Koenig of the Deutschland all betray their anxiety and tension in their contentances and movements. They are worried, it is apparent, over the non-arrival of the Bremen, the Deutschland's sister commercial submarine, which, according to Germans close to these individuals, should have arrived at an American port a week ago.

The plan was to have the Bremen make a record-breaking dash into New York or Boston harbor just a week after the Deutschland's exploit. The projectors of the German adventure figured that if the Bremen found the allies' cordon of warships too tight off New York she could submerge and dash down the coast and into the Chesapeake bay, as did the Deutschland.

Through German sources it is also learned that it is not the company's intention for Baltimore to get all "the glory" of the German undersea trade exploit. It would be considered of much greater importance to German-American trade and of deeper chagrin to the British blockaders could the Bremen make a sudden appearance in New York harbor among a bunch of British and French steamships.

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last week. Definite information was lacking at the offices of the Eastern Forwarding Co. today as to the reported shipment of gold and it was intimated the clearance papers could be consulted "within a reasonable time." There may be \$100,000 or \$4,000,000 in bullion or not an ounce aboard. "It would not be policy, you know," ran the refusal, "to divulge the cargo list."

Further, it was said at the Forwarding Co.'s office that the Deutschland was running a "strictly commercial" business, and there was "no apparent reason for giving all he details to the public."

Part of the cargo of the Deutschland will be 3,000 bottles of Pennsylvania beer. It is not intended entirely as an importation, though some of it may survive the trip across.

Meanwhile expert stevedores under the direction of Captain Koenig and his chief mechanic, continue daily to do some little trimming of the cargo. Everything is stowed to balance the submarine to a nicety.

Report British Subsea Craft Near. Baltimore shipping men and marine and naval experts say that the longer the Deutschland delays starting, the greater will be the risk, as it is believed the British have a couple of big naval submarines on the way across to aid in bringing up the bold German undersea enterprise.

It has been learned that the barricading of the Deutschland in her dock is through fear of some attempt to blow up or damage the vessel. Every time a launch containing newspaper men or curious citizens appears instead of the steamer Neckar or the Deutschland, guards or sailors appear on the Neckar's decks and keep a close watch. At night searchlights are constantly blinding the newspaper men on watch in their launches.

Another conference took place yesterday afternoon on the liner Neckar, at which were Captain Koenig and Hinsch, Paul Hilken, and William Prusse, constructor of the Deutschland. They would not disclose the nature of the conference, but it apparently concerned the Bremen.

Officials of the Eastern Forwarding Company declined today to discuss the rumor, but it has been said on good authority that no means will be neglected to insure the safety of the return voyage of the little merchantman.

The rumor that Count von Bernstorff, the German ambassador, would pay another visit to the Deutschland early this week was denied today by the submarine's agents. It was said there is no reason why Count von Bernstorff should come again to Baltimore, his dispatches to go back on the Deutschland to the Berlin Foreign Office having been delivered early last week to Captain Koenig by a member of the embassy staff.

Captain Hinsch said the Deutschland's wireless had not been sealed by local radio inspectors. Captain Koenig was told when he landed in Baltimore that he could not remain in port longer than two weeks with his wireless open. The two weeks' limit on this will expire today.

semon he praised the self-sacrificing spirit in which the officers and crew of the submarine started out on their perilous trip across the Atlantic.

Not only are the officials of the Eastern Forwarding company maintaining a close watch on the submarine, but agents of the allied powers are busy. Off a short distance from where the submarine rocks lazily in the murky Patuxent are a corps of Secret Service agents. It is their duty to keep the Deutschland under close surveillance day and night. From their position they can watch every activity around the slip of the submarine. There is an agent on watch continually.

How it was possible for the Deutschland to cross the Atlantic and keep in touch with her home port by wireless without detection also has leaked out. The Deutschland is equipped with a new kind of wireless, a German invention, that is part of the equipment of all German submarines and warships. Her operating radius enables her to talk with Heigoland, which is in tune with the submarine's apparatus. So fine can these instruments be tuned, that other stations cannot pick up the messages.

Not even the powerful stations at Sayville or Tuckerston can tune with the submarine except at the will of the commander on the submarine. However, the operator on the Deutschland can pick up all messages sent by other stations and vessels.

Since the Deutschland has been at her slip, it is impossible to tell how deeply she is loaded. When she came in she was drawing 17 feet of water, according to figures on her bow. As her cargo was taken off by stevedores, instead of rising as any other vessel that is being unloaded would, she remained at the same mark. Now, however, she is still drawing 17 feet. In explanation of this one of the officers of the submarine told a friend of the strategy that is being employed to prevent outsiders knowing how the work of unloading is progressing. For every ton of cargo that was taken from the vessel a ton of water was taken aboard by means of the submerging apparatus, thus keeping the boat at a permanent level.

When the work of reloading began a similar method was used to keep the progress of the work a secret. For every ton of cargo that was placed in the holds and the various compartments a ton of water was pumped out.

When the submarine was loaded for the trip to America, and when loaded here for the return trip, particular pains were taken to overload the bow compartments. By reason of this the craft can be submerged in record time. The water rushing into the submerging tanks weigh down the bow, and the vessel plunges under the surface within less than two minutes.

## BRITISH STEAMER AGROUND.

Eastport, Me., July 24.—The British steamer *Byne*, with a cargo of lumber, said to be intended for use in trench construction in the French war front, is ashore on the Muir ledge near Grand Manan, N. B., according to word received here today.

## HONOR HOOSIER POET.

Indianapolis, July 24.—Flags all over Indianapolis and in many other cities of the state were at half mast today in memory of James Whitcomb Riley, who died suddenly Saturday night.

## VILLA CLOSE TO CAPTURE DURING PARRAL ATTACK

El Paso, Tex., July 24.—Only by the merest chance did Francisco Villa escape capture when his column was repulsed by de facto troops in its attack upon Parral two weeks ago, according to a private letter received here today from an American in the town where Villa personally directed the bandits that attacked the city.

The letter said: "He directed the operations from a carriage about a mile behind the lines. In this carriage were two women and a man. When the bandits were pushed back by the government troops they fled past the carriage, stopping only to provide the chieftain with a horse, on which he made his escape. The women fled into the bush and also escaped. A moment or two later the carriage was seized by Carranza soldiers and one of the women was captured. In the carriage were Villa's crutches and several rolls of bandages. The nurse said Villa's wounds necessitated an immediate operation and complete rest for some weeks."

## SOCIAL AND PERSONAL

A pleasant social gathering was held Saturday night at the home of Mr. and Mrs. William Frederick, 1995 Barnum avenue, Stratford, in honor of Mrs. Frederick's 21st birthday. Numerous violin and piano selections were rendered by Miss Rogers, Lillian O'Leary, Isabel Cuddy, Dan O'Leary, Montague Newman and Fred Neubauer. Mr. O'Leary and his daughter, Miss Lillian O'Leary, danced an old fashioned Irish jig. Mrs. Frederick received many attractive gifts. The guests were the Misses Alice and Isabel Cuddy, Kathleen and May Nolan, Lillian O'Leary, the Misses Rogers and Mrs. Max Frederick, Daniel O'Leary, Sr., Daniel O'Leary, Jr., Fred Neubauer, William Cavanaugh, Montague Newman, Benjamin LaFord, Harold Polombo, Ernest Orlepp, Max and William Frederick, Sr., and Max and William Frederick, Jr.

William Carroll of Atlantic street is spending his vacation with his aunt, Mrs. John Byrne of Sherburne, N. Y. He will also visit relatives in Hamilton, Poolville, Utica and Little Falls before returning to this city.

Mrs. F. C. Mullins and Miss Caroline Mullins of 1075 Noble avenue and Miss Ethel Donovan of 47 Sherwood avenue left this morning for the White Mountains. They expect to spend two weeks at the Sinclair house, Bethlehem, N. H.

## FIVE BATHERS DROWNED.

Pittsburgh, July 24.—Five bathers lost their lives in Pittsburgh and vicinity yesterday, according to reports received by the coroner today.

Harvard University has disposed of the College House, one of its oldest dormitories. The cash and blind factory and lumber yards of the Barnes Manufacturing Co. of Jersey City, was destroyed by fire at a loss of \$300,000.