

GERMANS HOPING TO REVIVE SOUTH AMERICAN TRADE

Organization Plans to Get Back Lost Markets When the War Ends

Berlin, Sept. 15.—That German business men mean to make a determined effort to recover lost ground in Latin-American markets after the war is over, is the conclusion that may be drawn from rapid growth of the German Economic Association for South and Central America. This organization, which was only formed on Sept. 1, 1916, has already about 1,200 members, consisting for the most part of German business firms interested in the South and Central American trade.

In an interview with a correspondent of The Associated Press the manager of the Berlin head office of the Association said that it is maintaining but a quiescent existence now in view of the fact that no business correspondence of Germans with the countries in question is possible. The society, however, has representatives, usually German business men, in all centers of trade in those countries; and nearly all of them have stayed in their respective countries, according to last accounts, to keep their businesses going in some way. The services of these men will be drawn upon again immediately after the war closes to give advice as to the best ways and means for restoring German trade.

That this fight to regain lost ground will not be an easy one is evident to all German business men. "There are different views among us," said the manager of the Association, "as to our prospects for recovering this lost trade. Our excellent organization with agents everywhere who are thoroughly well equipped for giving us quick and accurate business reports, will be strongly in our favor. This, together with the fact that certain classes of German goods held a preferred position in the South and Central American markets before the war, make not a few of our people inclined to believe that we shall recover ground rapidly.

"On the other hand, we recognize the fact that new difficulties have arisen during the war. The Americans have gone in and have been doing excellent and effective work in winning South American trade, have planted branch banks, and have greatly developed transportation facilities. This is one difficulty which we by no means underrate. Another is found in the fact that railways are in some places owned or controlled by English or French capital, and where this is the case the roads will probably make discriminations against German goods that would prevent their shipment into interior markets in competition with British and French goods. British capital in other forms also enjoys powerful advantages in South America, and we are calculating that those advantages will be used against us to a much greater degree than before the war. Altogether therefore we see that the fight for the South American markets will be a difficult one for us; it will call for all our ability in organization, and in the manufacture and marketing of goods—all the courage that we can bring to our help."

ROUMANIANS ARE LATINS

Although Roumania is commonly supposed to be a Slav country, like its Balkan neighbors, there is excellent ethnological basis for the claim that the Roumanians are, in fact, from the Roman colonists who were sent beyond the Danube in the second century by the Emperor Hadrian. The language of the Roumanians is Latin in construction, and while there is a large percentage of Slavic roots in the Roumanian linguistic tree, these are gradually being uprooted. Inter-marriage with the Slavs has produced a mixed race, but the Roumanians are almost certainly more closely related to the Italians than to the Russians and other Slavs. The pride which the "Roman" as they call themselves, feel in their Latin ancestry has had a profound political effect, and the Roumanians followed the lead of their cousins of Italy in siding with the Allies in this war. It is probable that the traces of Latin descent are due in greater part to a

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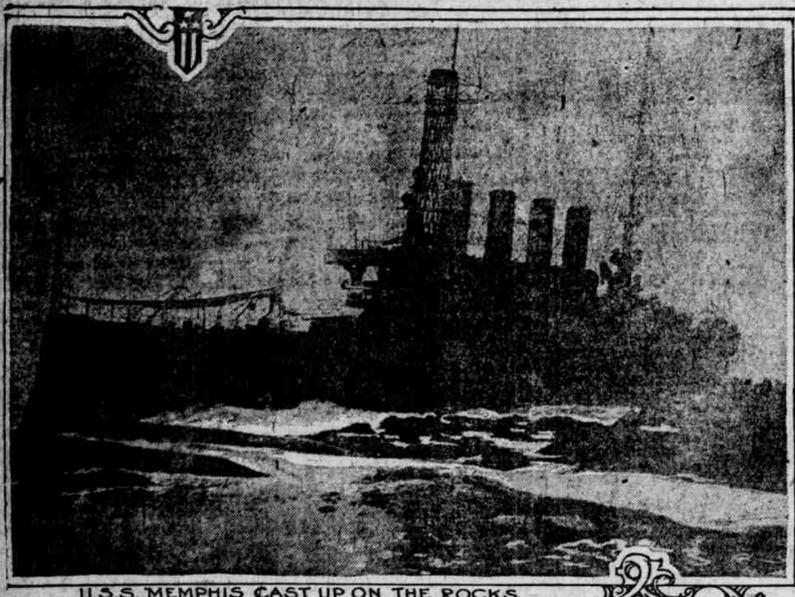
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HOW LOST CRUISER MEMPHIS LOOKED WHEN GIANT TIDAL WAVE CAST HER ASHORE



U.S.S. MEMPHIS CAST UP ON THE ROCKS

This graphic picture shows the ill-fated American warship Memphis, formerly known as the Tennessee, high and fast on the honeycomb coral rocks off Santo Domingo city. It was taken on Aug. 29, a few minutes after she struck broadside on only fifty yards from shore. At 4:30 p. m. she had been torn from her anchorage two miles out and started on her tragic shoreward journey by a sudden and amazing upheaval of the water unaccompanied by strong wind. With each

heave of the waves this 20,000 ton armored cruiser was lifted thirty feet and driven helplessly toward the reef. "At 4:30 a cry of alarm was raised over the situation of the Memphis," says an account of the disaster. "Lifted time after time by immense waves, the cruiser was seen to be dragging her keel over the reef and toward the shore. The great 20,000 ton warship would rear up thirty feet on the crests of the giant combers, each time heaving closer to the coral ledges, where they broke into foam. Soon we could make

out the individuals on her deck as they busied themselves to avert disaster. The entire population of the city now lined the shore, watching the progress of this drama, so deliberate and so inevitable. The climax came at 5:10 p. m. A wave that seemed larger than any that had preceded it heaved and held the cruiser on its summit for a moment, then dashed it down with a perceptible jar on a submerged reef within 200 yards of dry land." Thirty men were drowned when the Memphis was wrecked.

WILL IRWIN, WAR CORRESPONDENT

Will Irwin, the senior of the famous writing brothers, was born in Oneida, N. Y., forty-three years ago today. Like his distinguished brother, Wallace Irwin, creator of Hashimura Togo, Will was reared and educated in California and started his journalistic career in San Francisco. Since the outbreak of the war he has spent much of his time in Europe, as a war correspondent, and has written many illuminating "human interest" stories of the men engaged in the titanic struggle. Mr. Irwin married Mrs. Inez Haynes Gilmore, also an author early this year.

Mr. Irwin was in Europe at the outbreak of the war, and saw "the German army of invasion, the new machine with the oil and fresh paint still on it," sweep through Belgium. "I could write pages on the completeness of every detail," he said, "and still more pages on the co-ordination of every part." He added: "We who disbelieved in their cause even then carried away the uncomfortable thought that nothing could ever stop it."

BILL OF LADING LAW

The recently enacted Pomerene Bill of Lading Law which solves so many of the vexatious problems formerly arising in connection with merchandise shipments, has been received by shippers with substantial enthusiasm. Throughout the country comment is most favorable to the effect that the general commercial situation will derive great benefit from the enactment of this law. Numerous concerns have expressed the hope that the different countries of Latin-America may be induced to enact similar legislation to the end that there may be a uniform bill of Lading not only for the United States, but for all the Americas.

In recent articles, Mr. Irwin has expressed unbounded admiration for the French forces, which he refers to as

"the army of equals." That the French, although at the beginning they looked like "a gypsy train" compared with their foes, were able to stop the German tide, Mr. Irwin believes was due to their democratic spirit. "The heroine of the nations," he says, referring of course to France, "has been able to counteract superior industrial organization, a better-worked-out system of movement and the higher nobility given by strategic railroads because democratic discipline, applied to a people who love democracy, has worked better than an autocratic system applied to a people who have been made to love authority. To one hurtured in democracy this is an encouraging, a thrilling fact."

Mr. Irwin points out that "before the war certain more moderate royalists, while agreeing that democracy worked best in time of peace, said that it could not exist for long because autocracy would always beat it in time of war. The French have refuted that theory. Democracy, handled intelligently by an intelligent people, has proved the better way. This is not the least among their triumphs."

Farmers Want Ads. One Cent a Word.

FRUIT AND ECONOMY

The prospects for a generously sufficient crop of fruits of various kinds is said by the expert forecasters to be good. Cherries, peaches, plums, apples and the berries are expected to be plentiful. With this in mind, the federal government bureaus concerned with such matters and societies of one kind and another formed for the betterment of living conditions are urging that time be taken by the forelock and preparations made for conserving more of the fruit crop than ever heretofore, says the Indianapolis News. All of us know that the waste in our fruits is enormous.

GREGORIAN CALENDAR

The first nations to adopt the Gregorian calendar, announced by Pope Gregory XIII. in 1582, were France, Italy, Spain, Denmark, Holland, Flanders and Portugal, all of which made the change immediately. Germany, Switzerland and Hungary soon followed but the change was not made in England and her American colonies until 1752. In order to effect the change, eleven days were dropped, and the third of September, old style, became the fourteenth of September, new style. In consequence, there are no dates Sept. 3-13, 1752, in British or American history. In Russia and Greece and the Balkan states the old Julian calendar is still in use, and New Year Day in those countries corresponds to January 14th in other parts of the world. In the calendar of Julius Caesar the solar year was fixed at 365 days 6 hours, every fourth year being a leap year. This calendar was defective in that the solar year consists of 365 days, 5 hours, 49 minutes. This difference, in the sixteenth century, amounted to ten days. To obviate this error, Pope Gregory XIII. dropped ten days in 1582, and determined that a year ending a century should not be a leap year, with the exception of that ending each fourth century. Thus 1900 was not a leap year, but 2000 will be.

Accuser of Stankey Found To Be Culpit

Because it was shown that the complaining witness against Otto Stankey had really stolen the \$50 in dispute, the charge of theft against Stankey was nulled yesterday by Judge Tuttle in the criminal superior court. Stankey formerly conducted a State street cafe but is a jewelry salesman now.

Planning to Wed, Finds Bride-to-Be Is Already Married

With preparations for his wedding completed, Frank Lane of Greenwich was astounded when a man suddenly appeared and claimed to be married to the prospective bride, Josephine Lee. Lane said Josephine had assured him she was single. This was the defense made by Lane in the criminal superior court yesterday when he was charged with living with the ill girl. The 16 girl claimed she had been married at the age of 13 and was deserted by her husband shortly afterward. She went to Greenwich and posed as single at the time she met Lane. Just before the wedding the husband arrived in Greenwich. He charged Lane with occupying apartments with Mrs. Lee. In view of the fact that Lane has been in jail since May 20 last and that he honestly thought the girl was single, Judge Tuttle allowed the accused to escape with a 30 day jail sentence.

GIVE COFS MORE DRILLS

Additional drills for Bridgeport policemen are planned by Commissioner John E. Lyddy of the police board. Drills in police regulations, law of evidence and other instructive practices are already in force. Other new drills are designed to bring efficiency in the turning in of police and fire calls. Old and newly appointed men will participate. A special box will be temporarily installed at headquarters for the purposes of the drill.

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