

FOOD STAPLES RISE HALTED IN 1915

RETAIL PRICES ONE PER CENT UNDER THOSE OF THE YEAR 1914.

LABOR BUREAU REPORTS

Analysis of 29 Articles Shows Only Advance Last Year Was in Wheat, Flour, Corn Meal and Granulated Sugar.

Washington.—The cost of living, after rising steadily since 1907, except in 1911, took a downward trend during 1915. A report by the bureau of labor, analyzing retail prices of 29 articles of food, shows that relative retail prices during 1915 averaged one per cent lower than in 1914. Meats, lard and eggs averaged from one to nine per cent lower, while potatoes were 22 per cent lower. Wheat flour, corn meal and granulated sugar were higher than in 1914, flour being 20 per cent and sugar 11 per cent higher.

Commenting on statements that the European war is the dominating influence now controlling price changes of all commodities, the report says: "It is true that retail food prices increased greatly immediately after the outbreak of the war, and it seems probable that they have been maintained at a higher level ever since as a consequence of the increased demand abroad for our foodstuffs. A study of the retail price statistics of the bureau, however, will convince any one that, with the exception of sugar, flour and possibly corn meal, the prices of the principal articles of food since October, 1914, have been mainly governed by local and seasonal conditions and not by the extraordinary exigencies brought about by war.

"The price of sugar shot up 52 per cent from July 15 to Aug. 15, 1914. The elimination of beet sugar coming from Germany, Austria and Russia to the American market has kept sugar prices high during 1915.

"While flour did not jump in price so spectacularly as sugar, the cutting down of the area devoted to wheat growing in Western Europe and the cutting off of Russian wheat from Western Europe, resulting from the war, have so increased the demand for American wheat and flour that flour prices have advanced even more than sugar prices.

"Beef prices increased suddenly at the beginning of the war, but soon fell again, since which they have behaved normally."

PATROL BOATS ARE SUNK

Only Nine Men From Destroyed British Vessels Are Rescued—Steamers Went Down In Flames.

Berlin.—The Austrian admiralty has announced that an Austrian cruiser has sunk four or five British armored patrol boats. Only nine men from the British vessels were rescued. The announcement follows:

"Our cruiser Novara met a group of four or, according to declarations of prisoners, five armored British patrol boats off Otranto road (at the lower end of the Adriatic). All the patrol boats were destroyed by artillery fire. All the steamers sank in flames, three of them after the explosion of their boilers. The Novara was able to rescue only nine members of the British crews."

The Novara is a scout cruiser of 3,384 tons displacement. The strait of Otranto is between the heel of Italy and the Albanian coast, connecting the Adriatic and Ionian seas.

BRITISH GAIN MORE GROUND

Desperate Fighting at Tromes Wood—French Occupy Hill No. 97, Which Commands the Somme.

London.—The French in their operations south of the Somme have advanced to within about a mile of Peronne, at present held strongly by the Germans. They have occupied Hill 97, which commands the Somme to the southeast of Blaches and Barleux.

Desperate fighting has occurred between the British and the Germans at Tromes wood, against which the Germans launched six separate attacks. Five of these were repulsed, according to the British war office, but the sixth was successful in that it permitted the Germans to penetrate the wood, where latest reports said the fighting continued. The British gained in the neighborhood of Ouillevillers and la Boiselle, and in a particularly powerful attack on the German positions in the Mamez wood succeeded in winning ground.

Reported On Way to U. S.

New York.—Information was received here that Gen. Cipriano Castro, who for years was president and dictator of Venezuela, is on his way from Barbados, West Indies, to New York on the steamer Vauban. Before leaving Castro said he was going to the United States on a pleasure trip. It was reported a gathering of men formerly powerful in some of the Latin-American countries would be held here after Castro's arrival to consider the situation in their respective countries.

FIGHT IS NEAR PARRAL

General Garcia is Engaged in Holding Villa Bandits Until Forces From Jimenez Can

Chihuahua City, Mexico.—Heavy fighting is in progress between de facto government troops, under Gen. Ernesto Garcia, and a large force of Villa bandits at Cerro Blanco, a few miles below Parral, according to dispatches received by Gen. Jacinto Trevino.

Gen. Garcia reported that he was engaged in holding the bandits until the forces under Gen. Matias Ramos and Gen. Domingo Arrieta, which are proceeding from Jimenez, arrive.

Gen. Hilario Rodriguez, one of the Villa leaders who joined Canuto Reyes, after surrendering to the de facto government a few months ago, informed Gen. Trevino that he received a personal letter from Villa, in which the bandit chief pleaded with him to return to his old allegiance and to join him in resisting the "Yankee invaders." This letter was dated June 15 at San Juan Bautista.

In his communication to Gen. Trevino, Gen. Rodriguez stated he had no sympathy with the efforts of Villa to divide his country, and was determined to aid the Carranza authorities in restoring order.

FOUGHT FOR TWELVE HOURS

Carranza Officials On Border Silent About Battle—Gen. Trevino Deposed.

El Paso.—Unofficial reports to the American military officials here indicate that Pancho Villa has completely routed the Carranza forces in Southern Chihuahua, after a 12-hour fight. The information was received through reliable American mining companies, who have large interests in the vicinity of Parral.

Gen. Francisco Gonzalez, the Carranza commander at Juarez, and Consul Andreas Garcia said they had been unable to get an official report of the battle. This silence is accepted as significant by the American army officials. It is not the custom of the Mexicans to report a defeat.

Of equal importance is the report that Gen. Jacinto Trevino has been relieved by order of the first chief as supreme commander of the de facto government's army in Northern Mexico. His successor is to be Gen. Ignacio Enriquez, former military governor of the State of Chihuahua, according to messages received here.

VICTORY FOR VILLA BAND.

Believed the Carranza Force Was That Led By Gen. Domingo.

El Paso.—Villa achieved another overwhelming defeat of Carranzistas south of Parral July 13. It has been definitely learned. While details of the fight have been suppressed by Mexican censors, it is believed the Carranza force was that led by Gen. Domingo Arrieta and Gen. Mateos Ramos, numbering 2,000 troops, which had been dispatched to reinforce Gen. Ernesto Garcia after his defeat by Villa the day previous.

STOPS SHIELDS BILL.

Advocates of Stronger Recovery Clause Cause Delay.

Washington.—Advocates of a stronger recovery clause in the Shields water power bill held up passage of the measure in the house. Representative Sherley of Kentucky and several other members insisted that forfeiture of sites to the government should be made compulsory at the end of 50 years on the payment of a fair value for the improvements. Representative Adamson of Georgia, in charge of the measure, declared the present wording was strong enough to effect that result, but after a long debate agreed to accept an amendment making the section more specific. The amendment was scheduled for July 14, when the bill comes up again.

LAST HONORS FOR BOYD.

Union and Confederates Will Pay Tribute to Carrizal Victim.

Washington.—Union and Confederate veterans now members of the house were named as a committee to attend funeral services in Arlington national cemetery for Capt. Boyd and some of the American dead of the Carrizal fight. The house adopted a resolution providing for it, introduced by Representative Bennett, New York.

MAY NAME CLARKE.

Cleveland Judge May Secure Supreme Court Berth.

Washington.—John H. Clarke, U. S. district judge at Cleveland, O., is understood to be the probable choice of President Wilson for the seat on the supreme court made vacant by the resignation of former Justice Hughes.

WOULD BUY NORTH MEXICO.

Rep. Caldwell Introduces Resolutions in the House.

Washington.—A joint resolution to empower the president to negotiate by commission for purchase of "such portion of Northern Mexico, including Lower California, as may be obtained," was introduced by Representative Caldwell of New York. It invites Mexico to appoint a like commission. It was referred to the foreign affairs committee, were similar resolutions have died.

THIRTEEN ARE DEAD FROM TWO BLASTS

COLLAPSE OF TWO BUILDINGS DURING STORMS IN THREE CITIES.

MANY SERIOUSLY INJURED

Heaviest Loss of Lives in Brooklyn From Explosion of Ammonia Tank—Explosion at Haskell, N. J.

New York.—Two explosions and the collapse of two buildings of a plant during a storm, in three different cities of New York and New Jersey, are estimated to have taken a toll of at least 13 lives, and to have caused the serious injury of at least 66 other persons, some of whom are reported to be fatally hurt. In addition it is reported that several persons are missing in each one of the three disasters. Probably the heaviest loss of lives occurred in Brooklyn, where the explosion of an ammonia tank in a butcher shop caused the collapse of the structure, a three-story building, and buried the dead and injured in the debris.

The work of digging bodies from the wreckage proceeded slowly, after many ambulances had been rushed to the scene. Two hours after the disaster it was estimated by the police that five persons had been killed, one girl was missing and 39 others taken to hospitals.

In an explosion of undetermined origin, near Haskell, N. J., one of the mills of the Du Pont smokeless powder plant, was wrecked and five workmen are reported to have been killed and 39 others were injured.

At Buffalo, N. Y., just as a storm broke over the city, one of the main buildings of the Smet Solvay Company, two miles from the city line, on the Niagara River road, collapsed and three men are reported to have been killed and six seriously injured. Several others are reported missing. The building went down just as the storm broke and it was said by workmen that lightning struck a tall chimney, causing it to collapse. The men killed had taken refuge from the storm in a small frame building which was buried under tons of bricks and other debris. About 100 men were at work in the plant when the collapse came.

43,000 ARE NOW ON BORDER

Gen. Wood, Commander of the Department of the East Reports On Mobilization Progress.

New York.—Maj. Gen. Wood, commander of the department of the east, announced that after three weeks and a day since President Wilson's orders for the mobilization of the national guard, only 43,000 men have been sent to the front out of a possible 130,000 in his command of 22 states and the District of Columbia. This means, he declared, that there are 90,000 men yet to be sent to the border.

Gen. Wood asserted that there are now in camp about 41,000 men and that the difference between 41,000 men and 90,000, which would be the full war strength of the commands, is yet to be enlisted and enrolled in the federal service.

LEVER BILL INCLUDED.

Senate Passes the Agricultural Appropriation Measure.

Washington.—The agricultural appropriation bill, carrying \$24,000,000 and providing for federal grain inspection, federal licensing of cotton and grain warehouses and levying a tax of two cents a pound on cotton for future delivery, has been passed by the senate. The Lever cotton futures bill, declared unconstitutional last year because as a revenue producing measure it did not originate in the house, is included in the measure.

Passage of the agricultural bill cleared the way for the big naval appropriation bill, which was taken up and made the unfinished business of the senate.

\$3,000,000 ASKED.

War Department Lays Emergency Appropriation Before Congress.

Washington.—Further, emergency appropriations for the army aggregating almost \$3,000,000 were asked of congress by the war department. They included \$1,200,000 for mountain, field and siege artillery practice, \$861,000 for alteration and maintenance of mobile artillery material, \$360,000 for storage facilities for reserve supply of sodium nitrate, and \$307,500 to increase storage facilities at the Rock Island arsenal.

Armed Mexican Force of 1,000.

Presidio, Tex.—An armed Mexican force, 1,000 strong, and believed by the U. S. military authorities to be unfriendly, has reached LaMela Pass, 20 miles south of Ojinaga. Friendly Mexicans report that the troops were formerly a unit in the Coahuila division of the Carranza army. They revolted ten days ago when the first chief ordered the execution of Gen. Santiago Ramirez of Saltillo. Military officers assert there is reason to believe the former Carranza troops intend to co-operate with Villa forces.

FEAR OJINAGA GARRISON

Doubt That Colonel Rojas, the Commander, Can Hold His Seven Hundred Men.

San Antonio.—Information indicating that the garrison at Ojinaga, opposite Presidio, Tex., would join any considerable body of Villa's men moving northward, instead of resisting them, was received at Gen. Funston's headquarters. The information contained no intimation that Col. Rojas, commanding at Ojinaga, was lacking in loyalty, but doubt of his ability to hold his 700 men was expressed. Many formerly were in Villa's command.

Army officers here were convinced that Villa personally is directing rebel operations south and east of Chihuahua, and that after attacking a force near Parral, he sent one detachment of his newly-formed army in a northerly direction. Efforts to secure definite information as to the present location of the detachment have been unsuccessful.

Troop movements in the Big Bend district and at other points along the border are continuing, with the idea of tightening the patrol, but no reports of any raids were received.

POTENTIALLY A WARSHIP

British and French Embassies at Washington Make Representations Concerning the Deutschland.

Washington.—Representations have been made by the British and French embassies that the Deutschland is potentially a warship, even though designed and used as a merchantman.

At Baltimore there will be no objection on the part of Capt. Paul Koenig, commander of the German submarine Deutschland, to an inspection of his craft by officers of the United States navy. This was announced by Capt. Koenig after the arrival from Washington of Capt. Hughes and two of the navy's submarine experts, assigned to aid the collector of the port in determining the status of the vessel.

The work of unloading the cargo of the Deutschland has begun. The cases of dyestuffs are being stored inside the warehouse at the base of the pier.

THOUSANDS ARE DESTITUTE

Death and Want in Wake of Tropical Storm of Week Ago—Damage Runs Into Millions.

Birmingham.—With thousands of persons homeless and destitute and with a growing death list, the federal government took official notice of the serious flood conditions that have followed the tropical hurricane in the southern states. At the request of Senator Underwood the war department has ordered an engineer to investigate conditions in the Cahaba and Alabama river valleys, where 2,000 families are reported to be without food or shelter.

The floods are receding with the passing northward of the tropical hurricane which struck the Gulf coast July 7, leaving a list of dead and missing of approximately 85 persons and property damage of from \$7,000,000 to \$10,000,000.

A weather bureau announcement that what remains of the disturbance is now over Illinois leads to the belief the worst has been told of the disastrous weather conditions that have gripped the South for the last six days.

The French Broad river, which overflowed in Dunccomb and Transylvania counties, in North Carolina, is falling. In Mississippi, small streams swollen by the continued downpour are again in their banks.

Christian Endeavors of South.

Atlanta.—Christian Endeavors of the South met here in the first convention ever devoted exclusively to discussion of activities of work in the southern states. The convention is the outgrowth of the world convention at Chicago last year, when unsuccessful efforts were made to have recognized a southern union patterned after the Canadian union.

The convention, which began July 13 and continued through the following Sunday, is under the auspices of the World Christian Endeavor Union, but the immediate direction of the southern committee.

Haul Down Mexican Flag.

Chickasha, Okla.—A regiment of New York militia, which passed through here to the border, hauled down a Mexican flag and put to rout a band of Mexicans 20 miles north of here. The Mexicans were at work on the railroad. They hoisted a Mexican flag and cheered, "Viva la Mexicana," as the troop train stopped.

Attempts of Germans Frustrated.

London.—Fighting continues along the battle front on the Somme, but there has been no change on any part of the British line, says an official statement. Attempts of the Germans to raid trenches were frustrated.

British Capture Contalmaison.

London.—The British have captured the fiercely contested town of Contalmaison, north of the River Somme in France, after desperate day and night fighting, and are holding it against all German counter attacks. The British also are in possession of the greater part of Mametz wood and have recaptured Tromes wood.

On the eastern front the German official communication admits that the fighting on the Stokhod line is approaching Kovel on both sides of the railway.

STORY OF U-BOAT'S TRIP ACROSS THE OCEAN READS LIKE FICTION

Commander of Intrepid Crew Tells in Modest Manner How German Submarine Dodged Hostile Warships in Remarkable 3,800-Mile Voyage.

Baltimore, Md.—How the German U-boat Deutschland, the first submarine to cross the Atlantic ocean, made the 3,800-mile trip, dodging hundreds of hostile warships and thousands of floating mines, dropping to the floor of the sea when endangered by approaching ships and running under the surface of the water for miles to escape possible pursuers—all this makes up a story that is more thrilling than any that has appeared in the pages of fiction. The imagination of Jules Verne never conceived any tale more romantic than that told by Capt. Paul Koenig, who with his intrepid crew piloted the undersea craft from Helgoland to Baltimore.

But the story was told modestly by the sea captain, who refused to see anything very remarkable in his exploit.

Describing the voyage of the Deutschland in a quiet and simple manner, Captain Koenig said:

"The Deutschland was completed some months ago. I was chosen to command her, I suppose, because I have been captain of two North German Lloyd liners, the Princess Irene and the Schleswig, and had also sailed into Baltimore with the Rhein and the Neckar.

Knew Little of Submarines.

"I knew little about submarines. Indeed, this was my first long cruise in one, but I was given an opportunity to make trial trips in the Baltic and elsewhere. The company assembled a crew of twenty-five men. Most of them are married and they range in age from twenty-one up to forty.

"My first officer is Mr. Krapohl, my second officer Eyring and Kloeis is chief engineer. Kloeis is the most important man of all.

"We left Bremerhaven at noon of June 14. In our cargo we had about \$1,000,000 worth of dyestuffs. Also I carry 300 tons of iron for ballast. In addition we were given three packages of mail from the foreign office to be delivered to Ambassador von Bernstorff. This I turned over.

"Well, we went to Helgoland from Bremen. The trip consumed only a few hours and we kept on the surface all the way.

"No, the British blockade is not half as tight as they would have you believe.

Had Much Oil Left.

"Here we delayed for nine days. This was for the purpose of disposing properly of our cargo and ballast and the reception of food and fuel. We took on 180 tons of oil. We have ninety-five tons left, enough to take us home again.

"We had not serious accident, no trouble with our engine or submerging apparatus, and had more than double the amount of fuel needed.

"Only one case of sickness of any sort developed on the trip. One of the sailors was badly sunburned one day.

"We left Helgoland on the 23d of June and headed across the North sea for the Channel. Almost all the time we traveled at a steady speed of 13 or 14 knots on the surface of the water.

"In fact, we traveled very little under water. Only 91 of the 3,800 miles was done under water. Our practice was to submerge for a very short time the moment we sighted an enemy ship. We went under five times in the North sea, six times in the Channel and three times in the Atlantic ocean.

Under Water Ten Hours.

"The longest time we remained under water at any one time was ten hours. This was in the North sea. If necessary we could submerge for four days. Then we would be forced to come to the surface to recharge our oxygen batteries.

"Once we went down almost fifty fathoms. This was at the time we remained beneath the waves all night. Your see, we had sighted English destroyers and merchantmen. It was just a small group—we never ran into a fleet or a large group of ships—but we thought it best to avoid them.

"Were we afraid? The captain's laugh was a dry cackle. "No, not exactly; just cautious. We were not afraid of mines because we had a pretty good idea of their location. But we did not want to give a destroyer or a merchantman a chance to get in a lucky shot or ram us."

"How did you amuse yourselves down there at the bottom of the sea?"

The captain looked a little shamefaced. "Why, we played our two graphophones and drank a little champagne," he replied.

Crew Played Graphophones.

"We had a hundred selections," he responded. "That night we played a selection from 'Peer Gynt,' some American ragtime and 'Deutschland Ceber Alles.'"

"We amused ourselves also in reading. We had a library of forty volumes. A good many of our books were by English authors. We carried many of Shakespeare's plays. Shakespeare, you know, is better known in Germany than in England. We had Mark Twain's 'Innocents Abroad,' some of Jacob's stories and many of Dickens' novels."

"How about Jules Verne's 'Twenty Thousand Leagues Under the Sea'?"

"Oh, that book is too full of imagination for us," replied the sturdy little seaman with a laugh.

"I suppose you felt you were living in fiction?" asked someone.

"No, it was pretty human," was the remarkable answer. "We did not have much time for speculation. We were divided in four-hour watch parties, and that kept us busy."

Kept to Course.

Captain Koenig said he had kept on the course previously decided upon without deviation. Asked if the Deutschland had made a detour of 800 miles to avoid enemy warships, as reported, he replied:

"No, indeed. You see it was much simpler to submerge than to dodge about. But our task was rendered much more simple by the fact that we were not once sighted by an enemy ship."

Captain Koenig spent eight years in the North German Lloyd's Asiatic service. He was once first officer of the Elitel Friedrich, now boxed up in Newport News. He became a captain five years ago, and just before the war was given command of the pleasure ship Schleswig, which he says was a fine thing for his constitution, as it took him to the Mediterranean in winter and to Norway in summer.

For many years he has been a citizen of Bremen, where his wife, his fourteen-year-old son and his little "mashed" of six are at the present moment celebrating his success.

Surprised at Reception.

The reception given the Deutschland by Americans came to Captain Koenig and his crew as a complete surprise. Eager as they had been to reach America, great as was the enthusiasm when Cape Henry was sighted—there was not a man on board who did not feel anxiety over the reception they might be given when they got here. And the captain was the most anxious of all. He admits it with the perfect frankness which is one of his characteristics.

If the reception had been different, declares Captain Koenig, he was quite prepared to swing his boat around and take her back to Germany. He could have done it, he said, without taking on any supplies, whether of food, water, oil or anything else. The machinery would not have needed overhauling.

"A run of 9,000 miles would give us no trouble at all," he said. "Our action radius is 13,000. We have more than enough oil on board for a return trip. And as for water, we shall throw overboard ten tons of fresh water which is still in our tanks. The food question is just as simple. On board we live American style—that is to say, on tinned things. Even our bread is tinned. In the can it is good for six months, at least. Of course, it must be eaten as soon as the can is opened."

Boat a Mass of Machinery.

As described by Dr. John C. Travers, assistant U. S. health officer, who was taken through the boat by Captain Koenig, the Deutschland's interior appears to be mainly a mass of machinery. She has but one deck below and a seventeen-foot depth of hold for her cargo. Dr. Travers descended through the forward hatch, where he found the crew's quarters, bunks on either side of a narrow passageway leading to compartments occupied by the captain and his two officers. The captain's room is scarcely six feet square and barely high enough for a man to stand.

It is furnished all in metal, with the exception of a small oak desk. Directly beneath the officers' quarters is the dynamo, which stores electrical energy to drive the vessel when submerged.

Next Dr. Travers was taken into the officers' messroom, scarcely larger than the staterooms, with a galley built with all the economy of space of a 15-man dining-car kitchen. At the mess-room, about one-third the ship's length from her stern, is the submerging machinery and two periscopes.

Aft of the submerging machinery were the submarine's two powerful Diesel oil engines which propel her on the surface.

Calls It Amazing Sight.

"I never saw such a mass of machinery in my life," said Dr. Travers. "It was an amazing sight and I doubt if it would mean much except to the engineer who designed it. There seemed to be 5,000 different pieces, an inexplicable tangle of burnished copper and glistening steel."

Captain Koenig told the doctor that while on the surface the noise of the machinery was almost deafening. When submerged, said the skipper, "she moves almost silently, and then we enjoy ourselves."