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"The Dispatch" Office

Violated All Rules of Humanity

New York, Nov. 23.—The London correspondent of the Tribune says:

"Intense feeling has been aroused here at the contravention of all laws of war and humanity shown in the torpedoing of the big hospital ship Britannic. The British people are particularly hard hit by the disaster, because the Britannic was built to replace its ill-fated sister ship, the Titanic, as a direct challenge to supremacy of the great German liners, the Vaterland and the Imperator.

"It is a sad coincidence that the two greatest liners Britain built for trans-Atlantic traffic both failed to see New York. The Titanic went down on her maiden voyage to America, and the Britannic was requisitioned as a hospital ship before she had undertaken her first trans-Atlantic trip.

"Two red crosses painted on

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The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is catarrh. Catarrh being greatly influenced by constitutional conditions requires constitutional treatment. Hall's Catarrh Cure is taken internally and acts thru the Blood on the Mucous Surfaces of the System thereby destroying the foundation of the disease, giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in the curative powers of Hall's Catarrh Cure that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials.

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either side of her hull, and a large red cross suspended between her funnels, illuminated at night by red and white electric lights, proclaimed the Britannic's identity to all passing vessels.

London, Nov. 23.—A brief official bulletin Wednesday conveyed the news that the White Star Line Steamship Britannic, of 47,500 tons, the third largest vessel ever built, which since completed, has been used as a hospital ship, was sunk in the Aegean Sea to-day, and that 50 lives were lost. Officials say that until an investigation is held nothing definite can be said, but the strongest suspicion is expressed by officials that the disaster was due to a submarine's torpedo. It is believed to indicate that submarine warfare of the most ruthless sort is to be waged by Germany.

Austrian and German submarines are known to have been active in the Aegean, where there has been no evidence that any mines had been planted there. It also is emphasized that after the recent Channel raid Germany stated that hospital traffic across the channel

was unusually heavy, which is interpreted by officials as intended to cast suspicion on the bonafide character of cross-channel hospital traffic and on allied hospital craft in general.

It was stated that the Britannic had been a hospital ship ever since she was placed in her service earlier in the war and that beside the wounded no one beyond the necessary crew and medical staff was permitted to travel on the vessel. Few details of the sinking of the giant liner have been made public. There were 1,156 persons on board, all told, it is announced, and of these, although all but 50 were saved, 28 of the survivors were injured. Further particulars, it was announced, would be made public as soon as announced. Although the Admiralty is careful to state that the ship was sunk either by a mine or torpedo, officials of the White Star Line declare emphatically that only a torpedo could have pierced the steel hull of the Britannic.

"Many high officials here show not the least surprise at this phase of German frightfulness. They had expected that the Germans would make some such attempt in the hope of accelerating the peace movement. But any such German expectation displays a woeful ignorance of the British attitude in this war. That the loss of life was as small as reported was due in part to cool-headed seamanship, and in part to the complete equipment of life saving apparatus on the Britannic. The ship carried eighty-five lifeboats and specially constructed davits permitted three boats to be lowered simultaneously."

London, Nov. 23.—Press despatches from Athens to the effect that there were no wounded on board the hospital ship Britannic when it was sunk off the Greek coast were confirmed to-day by the Admiralty, which made the following announcement: No wounded were aboard the Britannic, on which there were only the ship's crew and the hospital staff."

German Dove Is Cooing Again

London, Nov. 24.—The Times this morning has a leading article entitled "The Dove and the Answer." It says:

"The German dove is cooing again with desperate vigor across the Atlantic. We knew his monotonous voice would be raised anew with the winter. It is seasonal. If it is earlier than usual this year Verdun and the Acre may account for the phenomenon. On Saturday all the German newspapers were allowed to circulate, on the authority of an obscure Swiss journal, the joyful tidings that American mediation is imminent. The statement is fathered on 'an indepen-

dent diplomatic source."

"We are not in the least impressed by the strain. We expected it, and here it is. There is not a new note in it. It is like much more in the war—a clumsy German imitation of the favorite device of Napoleon's. He never tired of proclaiming his devotion to peace. He found just the same obstacles to his benevolent plans for the pacification of the world. It was always malevolent England who obstructed them. There were others, of course, but they varied: England was always there, inspiring, subsidizing, fighting, and refusing 'the freedom of the seas.' She would not make peace herself, and would not suffer him to impose peace on others; therefore, she was an enemy of the human race.

"Napoleon was quite as sincere as the German squallers. He truly desired peace. He was truly ready to make it at almost any moment of his career, and he truly charged England with refusing it and urging others to refuse it. He did so because the only peace he wanted was a peace which would leave him supreme in Europe, consecrate the triumph of 'militarism' and put it in his power to prepare for fresh wars. That is the sort of peace and the only sort of peace which Germany wants to-day. We do not doubt that she wants it very much, but we and our allies are absolutely determined never to give it to her.

"She can have peace to-morrow if she chooses. She knows the terms. They were stated by the Prime Minister at the Guildhall in the first months of the war. They have been again and again repeated since; they have never varied and they are accepted, approved and sanctioned by all the Allies. There is not the slightest foundation for 'peace talk' at present, whatever fictions the anonymous emissaries of Wilhelmstrasse may attempt to palm off on American and other neutrals."

Germany's Submarine Mot
(Toronto Daily News.)
The underlying purposes of Germany's submarine revival have again been the subject of interesting debates in the British Parliament. These purposes become increasingly obvious. Not only does Germany hope to weaken Great Britain by diminishing her war supplies. She also hopes that when the war is over she will have destroyed so large a proportion of the world's shipping tonnage that her own undamaged ships may emerge from their harbors of refuge and dominate the carrying trade.

She means to obtain this advantage whether she wins or loses the war, and thus to be in a position to recover her trade and commerce and to recoup herself for her war losses more rapidly than the civilized powers. Thus far the enemy has destroyed over 2,000,000 gross tons of British shipping, or more than the gross tonnage of France, Spain, Italy or Norway in 1914. Two years ago Norway's mercantile marine was the third largest in Europe and it has suffered greater proportionate losses than the British mercantile marine. When it is recalled that Norway is a neutral power, Germany's governing motive is apparent. She clearly aims at domination of the world's shipping trade after the return of peace. She counts on thus getting all she can out of the war, even if she loses.

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In one of his letters to The London Times Mr. D. Thomas Curtin explains that the enemy's submarines are now larger, swifter, more numerous, more powerfully armed and capable of traveling further from their bases than ever before. Mr. Curtin, whose revelations regarding present conditions within the German Empire have attracted much attention in responsible quarters, indicates how the difficulties of building and manning these submarines have been overcome. The undersea boats themselves are constructed on standardized plans at twenty different factories and assembled at such ports as Trieste, Zeebrugge, Kiel, Bremerhaven and Stettin. The officers and men are trained by the simple process of carrying two or three crews on a single vessel. Several submarines recently captured by the British Admiralty had two or three times their ordinary complement of young Germans aboard. For the most part drafts are made from the German merchant marine and get their training in the comparatively quiet waters of the Baltic Sea.

While the Germans are busily destroying Allied and neutral shipping, they are building a great many merchant vessels themselves. A colossal passenger and freight shipbuilding programme is now in progress at the great yards in Hamburg, Stettin, Lubeck and other ports. Two million prisoners, working from 12 to 14 hours a day, allow the enemy to retain men in their shipyards who would otherwise be required for the army, agriculture or munition work. The scheme is brutally simple. The Huns believe that by building ships themselves and destroying Allied and neutral shipping they will control the situation when hostilities cease. To this end the Krupp factories, the German mines, the shipbuilding yards and great chains of manufacturing enterprises are being linked up into a mammoth trust for the purpose of beating the world in trade if not in war. It has been proposed in Great Britain that the Berlin Government should be warned that its present policy can have only one result. It should be notified that for every ship destroyed by the German submarines a German ship will be required in return. Another proposal is that Germany be deprived of privileges at British coaling stations, all over the world. British shipyards are fortunately said to be turning out new merchant ships faster than they have been destroyed, but the same cannot be said for neutrals.

A "Dry" New York Within Five Years

New York, Nov. 21.—Rome Miller, of Omaha, Chairman of the National Congress of Hotelmen of the United

States and Canada, is quoted in the New York Globe today as saying that New York State will go dry within five years "if the people do not wake up." Other prominent hotelmen, here to attend the hotelmen's national convention, agree with Mr. Miller as to the "danger" of the Empire State going "dry" and say that the only way to stem the wave of prohibition which is sweeping over the country is to do away entirely with saloons, which measure, they think would satisfy the prohibitionists.

"New York City may laugh now at the possibility of ever going 'dry,' but the laugh will be on the other side if it does not get busy at once," said Mr. Miller. "Six years ago I warned the people of the coast and got laughed at for my pains. Now Washington and Oregon are dry, and California was only saved from a similar fate by her grape industry."

Mr. Miller pointed out that the great strength of the prohibitionists was in the rural districts, and that it was from this point that they gradually work until the cities, one by one, were won to the cause.

"It is a fact that the rural element of the entire United States is inclined to prohibition," he continued. "It is in the larger cities, where live those who are opposed to it, as they are to the curtailment of any of their other liberties that the stand against it must be made."

Thousands of hotelmen from all parts of the country attended the opening here tonight of the first national hotel men's exposition.

Received a Rebuke

On a D. A. R. train a few days ago a man was loudly boasting of the money he expected to make on a certain speculation. "If only the war continues a few months longer I will be well heeled in," he exclaimed. A moment later he was surprised to receive a blow on the face from a lady passenger. "I have two boys in the trenches," exclaimed the lady. The well deserved chastisement which the lady administered met with the approval of all in the car.—Digby Courier.

Super-Zeppelin Wrecked in Storm

London, Nov. 25.—The wrecking of a super-Zeppelin in a storm on Tuesday is reported by travellers reaching Amsterdam from Munich, says an Exchange Telegraph despatch from Amsterdam. They report there was only one survivor of the crew of 28.

The Zeppelin is said to have been on the way from Friedrichshafen to Wilhelmshaven on its first voyage, when it was blown out of its course and well in the woods near Mainz.



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