

# THIRTY GERMAN STEAMERS SUNK BY BRITISH IN THE BALTIC

## Submarine Campaign is Evidently on a Very Extensive Scale—German Hypocrisy

A despatch from London says: The daily report shows that the submarine campaign undertaken by the British navy in the Baltic is on a very extensive scale, although complete details are lacking owing to the fact that the submarines are acting under the orders of the Russian Admiralty. The sole facts published here are from Petrograd. It is known that over 30 German ships have been attacked by British submarines since

the operations began and the number is increasing daily. The work, which is being carried out by only a few submarines, has had remarkable results, comparing favorably, according to naval experts, with the work of the entire German flotilla in the same space of time. The campaign is causing intense anger in Germany. A peculiar feature of the outbreak in the press is the complaint that it is a violation of rules of international law.

# SHOT TO DEATH AS ENVOYS PLED

## Execution of English Nurse at Brussels Causes Worldwide Horror

A despatch from London says: The world will read with indignation and horror the details of the putting to death by the Germans of Miss Edith Cavell, an English woman and head of a training school in Brussels, for helping English, French and Belgian soldiers to escape from Belgium. The full report of the circumstances of the condemnation and execution made by the German High Court at Brussels, and with the Spanish Minister, pleaded with the Governor and the German officers for the English woman's life, is graphically related in a memorandum from Mr. Gibson, the American Ambassador at London, has been issued by the British Government, and tells of the greatest fight for a woman's life that was ever fought, and of unavailing efforts of nobles and neutrals to combat the callous secret cunning of the Germans. There are 17 documents in the correspondence, covering in all 320 typewritten pages.

How the secretary of the American Legation, Hugh S. Gibson, sought out the German Governor, von der Lancken, late at night before the execution, and, with the Spanish Minister, pleaded with the Governor and the German officers for the English woman's life, is graphically related in a memorandum from Mr. Gibson. This document makes reference to an apparent lack of good faith on the part of the German authorities in failing to keep their promises to inform the American Minister fully of the trial and sentence. Minister Whitlock telegraphed to Ambassador Page on the 12th: "Miss Cavell sentenced yesterday and executed at 2 o'clock this morning, despite our best efforts, continued until the last moment."

Secretary Gibson's report says that Conrad, an official of the German civil branch, gave positive assurances on the 11th that the American Legation would be fully informed of the developments in the case, and continues: "Despite these assurances, we made repeated enquiries in the course of the day, the last one being at 6.20 p.m. Mr. Conrad then stated that sentence had not been pronounced, and specifically renewed his previous assurances that he would not fail to inform us as soon as there was any news. "At 8.30 it was learned from an outside source that sentence had been passed in the course of the afternoon, before the last conversation with Mr. Conrad, and that execution would take place during the night."

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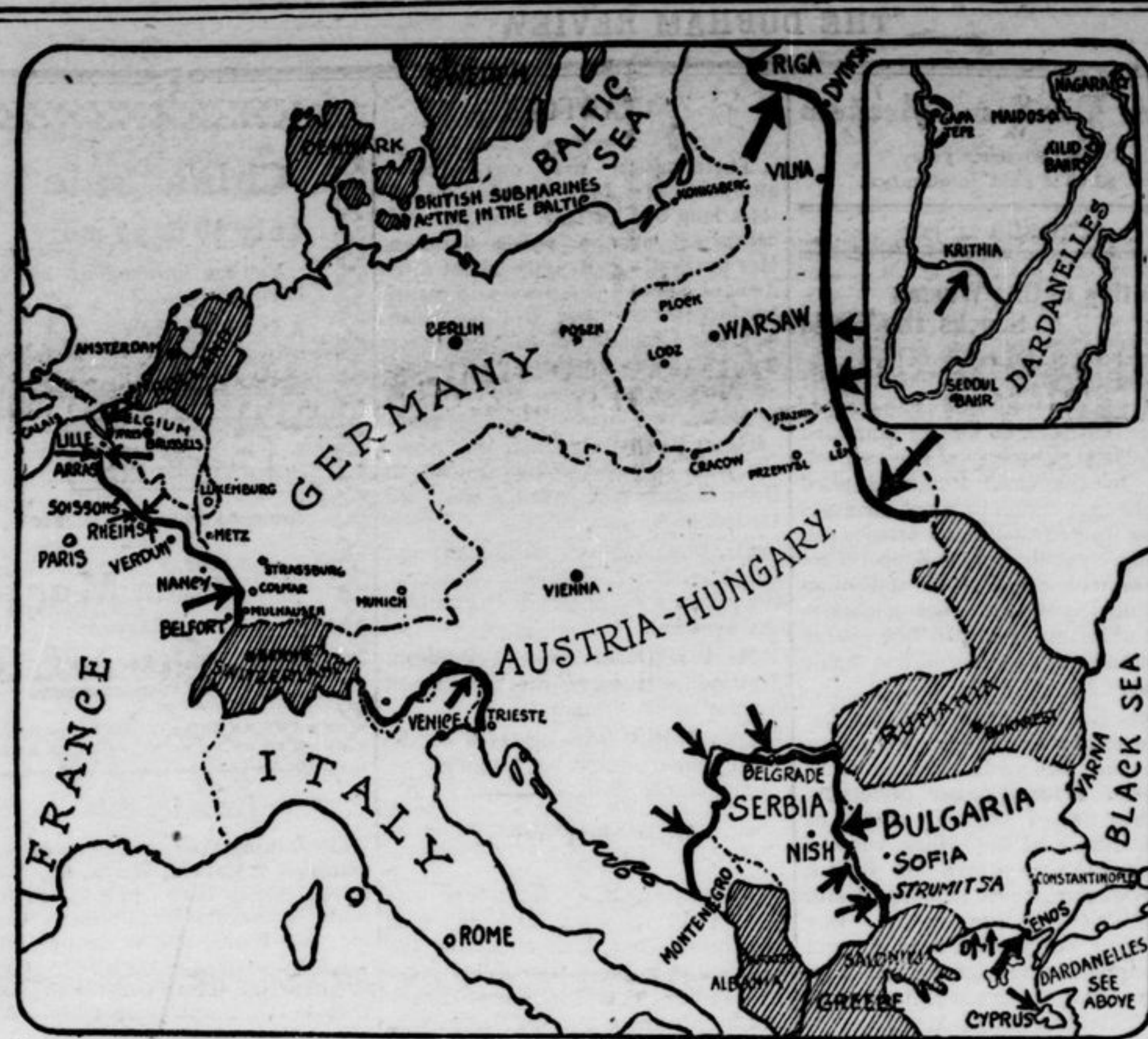
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# 160 MILES AN HOUR. The British "Super-Bullet" Is Capable of This Speed.

A member of the Royal Flying Corps, writing from an aviation camp "somewhere in England," gives an idea of the routine followed by the members of the corps. "The spot from which I am writing," he says, "is an aerodrome perched on one of England's tall white cliffs. We of the R.F.C. are composed principally of men who have recently passed the prodigiously stiff preliminary examination at Farnborough. Some of us await, day and night, orders which will send us in the pursuit of Zeppelins or Taubes; others are entrusted with the new machines turned out by the Royal Aircraft Factory, which we deliver 'somewhere in France' in exchange for machines which for various reasons have to be returned to the makers. Some twenty-five minutes we spend in the Channel. For fifty-two minutes we glimpse things as they are at the base, and then having delivered the new plane we wing our way back with the 'lame duck.' "Much of our time is spent in making ourselves proficient in practice flights, in testing our knowledge of wireless telegraphy, in practicing bombs dropping with dummies, and generally in possessing our souls in patience until we get our orders and wing our way to 'somewhere at the front.' "We read of the insistent demand for the immediate construction of 2,000, 10,000, 20,000 machines, a device seriously made and as seriously doubted by writers who, posing as instructors of the public, prove that they are crassly ignorant of their subject. Even the minimum number quoted is a dream impossible of realization. Flying machines are not made in a day. Men skilled in the art of making them are scarce; engines take time to build, and the soul of the machine, the pilot, does not learn his work in less than four or five months. A man may learn to fly, and often does, in six weeks, but that is the A B C of the profession. To be a serviceable member of the R.F.C. means much more than mere flying. "It is not generally known that Britain now has Zeppelins, or rather, machines of the Zeppelin type, equal to anything the Germans have yet built. Only one, christened on account of its glittering splendor, the Silver Queen, has been delivered, but there are three others on the point of completion. "Then we have the 'scout experimental,' a biplane of enormous strength and incredible swiftness. She is as yet unnamed, but to the members of the R.F.C. she is known as the Super-Bullet. She can fly at the rate of 150 miles an hour, and by using the extra engine power with which she is fitted can increase her speed to 160 miles an hour. Moreover, she can climb—and this is her chief advantage over all other machines—to a height of 8,000 feet in six and a half minutes."

# THE WEEK'S HAPPENINGS IN THE WAR AREAS.

The above map shows the war developments of the past week. Determined German attacks against the French lines near Rheims have been sorry and costly failures. Elsewhere on the Western front there has been little activity. It is reported that the Italian armies have begun a general advance with a view to relieving the pressure against the Serbians by drawing Austrian troops to the Italian front. The Serbs are heroically contesting every foot of territory against the Austro-German advance. The Bulgarians have met with some success, and the Serbian army appears to be practically cut off from reinforcements and supplies. The French expeditionary force in the Balkans is operating against the Bulgarian armies. The British have effected a landing at Enos and may invade Bulgaria from this point. Cyprus has been offered to Greece as an inducement to join the Entente Allies, and pressure is otherwise being brought to bear, as it is hazardous for the Allies' expeditionary forces to run the risk of being cut off from their base at Saloniki by a possible enemy. Greece must declare herself. The Germans are close to Riga, the Russian Baltic port, but this gain is offset by Russian successes at several points on the Eastern front, notably in the centre of the line.



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# The Leading Markets

**Breadstuffs.**  
Toronto, Oct. 26.—Manitoba wheat—New crop—No. 1 Northern, \$1.09 1/2; No. 2 Northern, \$1.07 1/2; on track lake port, immediate shipment.  
Manitoba oats—No. 2 C.W., 52c, all rail, delivered Ontario points.  
American corn—No. 2 yellow, 72c, on track lake ports.  
Canadian corn—No. 2 yellow, 72c, on track Toronto.  
Ontario wheat—New crop—No. 2 white, 39 to 40c; No. 3 white, 37 to 38c; commercial oats, 35 to 37c, according to freight outside.  
Ontario wheat—No. 2 winter, per car lot, 93 to 95c; wheat slightly tough, 87 to 91c; sprouted or smutty, 70 to 85c, according to samples and freight outside.  
Peas—No. 2, nominal, per car lots, \$1.60 to \$1.80, according to freight outside.  
Barley—Good malting barley, 53 to 56c; feed barley, 40 to 48c, according to freight outside.  
Buckwheat—Nominal, car lots, 78c, according to freight outside.  
Rye—No. 1, commercial rye, 80c; No. 2, nominal, 87c; tough rye, 70 to 75c, according to samples and freight outside.  
Manitoba flour—First patents, in jute bags, \$5.75; second patents, in jute bags, \$5.25; strong bakers', in jute bags, \$5.05, Toronto.  
Ontario flour—New Winter, \$3.60 to \$4, according to sample, seaboard to Toronto freights in bags, for prompt shipment.  
Millfeed—Car lots—delivered Montreal, \$24 per ton; middlings, \$25 per ton; good feed ton, \$1.50 per bag.

# Country Produce.

Butter—Fresh dairy, 14 to 14 1/2c per lb. in case lots. Hams—Medium, 18 1/2 to 19c; do, heavy, 14 1/2 to 15c; rolls, 15 to 15 1/2c; breakfast bacon, 20 to 23c; backs, plain, 23 to 24c; boneless backs, 25 to 25 1/2c.  
Lard—The market is easier; pure lard, tubs, 12 1/2 to 13c; do, pails, 14 to 14 1/2c; compound, tubs, 11c; do, pails, 11 1/2c.  
**Business in Montreal.**  
Montreal, Oct. 26.—Oats—No. 2, 46c; No. 4 local white, 45c. Barley—Malt, 66 1/2 to 67c. Flour—Manitoba Spring wheat patents, firsts, \$5.85; seconds, \$5.55; strong bakers', \$5.15; Winter patents, choice, \$5.00; straight rollers, \$4.90 to \$5; do, bags, \$2.30 to \$2.40. Rolled oats—Bbls., \$5.15 to \$5.20; do, bags, 49 lbs., \$2.45 to \$2.50. Bran, \$22. Shorts, \$25. Middlings, \$30 to \$31. Mouille, \$30 to \$33. Hay—No. 2, per ton, \$17 to \$18. Cheese—Finest westerns, 15 1/2 to 16c; finest easterns, 15 to 15 1/2c. Butter—Choice creamery, 22 1/2 to 23c; second, 22 to 22 1/2c. Eggs—Fresh, 40c; selected, 32c. No. 1 stock, 28c; No. 2 stock, 25c. Eggs—Per bag, car lots, 95c to \$1.10. Dressed hoes—Abattoir killed, \$13.75 to \$14.00. Pork—Heavy Canada short-cuts, bbls., 35 to 45 pieces, \$28 to \$28.50; Canada short-cut back, bbls., 45 to 55 pieces, \$27 to \$27.50. Lard—Compound, tierces, 37 1/2 lbs., 10 1/2c; wood pails, 20 lbs. net, 10 1/2c; pure, tierces, 37 1/2 lbs., net, 12 1/2c; pure, wood pails, 20 lbs. net, 13 to 13 1/2c.

# United States Markets.

Minneapolis, Oct. 26.—Wheat—No. 1 hard, \$1.04 1/2; No. 1 Northern, \$1.00 1/2; No. 2 Northern, \$0.98 1/2; No. 3 Northern, \$0.96 1/2; No. 4 Northern, \$0.94 1/2; No. 5 Northern, \$0.92 1/2; No. 6 Northern, \$0.90 1/2; No. 7 Northern, \$0.88 1/2; No. 8 Northern, \$0.86 1/2; No. 9 Northern, \$0.84 1/2; No. 10 Northern, \$0.82 1/2; No. 11 Northern, \$0.80 1/2; No. 12 Northern, \$0.78 1/2; No. 13 Northern, \$0.76 1/2; No. 14 Northern, \$0.74 1/2; No. 15 Northern, \$0.72 1/2; No. 16 Northern, \$0.70 1/2; No. 17 Northern, \$0.68 1/2; No. 18 Northern, \$0.66 1/2; No. 19 Northern, \$0.64 1/2; No. 20 Northern, \$0.62 1/2; No. 21 Northern, \$0.60 1/2; No. 22 Northern, \$0.58 1/2; No. 23 Northern, \$0.56 1/2; No. 24 Northern, \$0.54 1/2; No. 25 Northern, \$0.52 1/2; No. 26 Northern, \$0.50 1/2; No. 27 Northern, \$0.48 1/2; No. 28 Northern, \$0.46 1/2; No. 29 Northern, \$0.44 1/2; No. 30 Northern, \$0.42 1/2; No. 31 Northern, \$0.40 1/2; No. 32 Northern, \$0.38 1/2; No. 33 Northern, \$0.36 1/2; No. 34 Northern, \$0.34 1/2; No. 35 Northern, \$0.32 1/2; No. 36 Northern, \$0.30 1/2; No. 37 Northern, \$0.28 1/2; No. 38 Northern, \$0.26 1/2; No. 39 Northern, \$0.24 1/2; No. 40 Northern, \$0.22 1/2; No. 41 Northern, \$0.20 1/2; No. 42 Northern, \$0.18 1/2; No. 43 Northern, \$0.16 1/2; No. 44 Northern, \$0.14 1/2; No. 45 Northern, \$0.12 1/2; No. 46 Northern, \$0.10 1/2; No. 47 Northern, \$0.08 1/2; No. 48 Northern, \$0.06 1/2; No. 49 Northern, \$0.04 1/2; No. 50 Northern, \$0.02 1/2.

# SCORES PERISHED IN FACTORY WRECK

Accidental Dropping of a Grenade Caused Great Explosion in Paris.

A despatch from Paris says: Fifty-two persons are reported to have been killed in an explosion in a factory in the Rue De Tolbiac, while one hundred or more were injured. Many of the victims were women workers in the factory which was wrecked, as were buildings in the vicinity. President Poincare and Minister of the Interior Malvy, who were immediately informed of the disaster, visited the scene and gave directions to the rescuing forces. An auto truck was being loaded when workmen accidentally dropped one grenade, causing an explosion, which was followed by two others in quick succession. The explosion destroyed not only the main factory and other buildings connected with it, but everything within a radius of 100 yards, and damaged buildings 500 yards distant. The explosion was followed by fire, but the flames were soon extinguished. Of the 41 bodies recovered 31 are one man alive and many dead, and in hospital which was quickly installed at the scene. Twenty others were removed to another hospital. It was said that the injured would exceed 100 in number. A report that the explosion was the result of the work of spies was absolutely denied.

# SMALL BRITISH COINS TO GO.

People Are Becoming Accustomed to Notes of Low Denomination.

Now that ten-shilling notes have come into circulation and the people are reconciled to their use, it seems likely that the half-sovereign piece of this value may not be coined again by Great Britain. At least, there is a popular agitation against the small gold piece. According to a well-known banker, if £1,000 in half-sovereigns was shipped from London to Petrograd, gold equal to one of the pieces would be lost by abrasion on the way. Thus a large amount of gold is lost daily through the wear and tear on these coins. The small piece, which loses more metal through wear and tear than the sovereign, is not the only coin to be condemned by coinage reformers. The half-crown (two and a half shillings) has also been attacked in the newspapers as a senseless piece of silver, since the coin (two shillings), which it is often confused by English people as well as by strangers, is the proper multiple of a shilling. Silver crowns have not been coined for many years, and they never were popular because of their bulk.

# NEW RAILWAYS FOR CHINA.

Five Projected for Which Loan Is Concluded.

Of the five railways projected in Eastern Mongolia and South Manchuria, for which a loan agreement was practically concluded between the Pekin government and Y. Yamasa (then Japanese Minister to Pekin), the details, says the Far East, are as follows: First, the 120-mile line between Kaiyuan and Hallungcheng via Tsolui, Takata and Tatchuan; second, the 180-mile line between Changchun and Taonanfu via Huaitie and Kuoerhosui; third, the 470-mile line between Taonanfu and Jehol via Chih-feng, and fourth, the 110-mile line between Hallungcheng and Kirin via Chaoyanghsien, Panshi-hsien, Shuangyang-hsien and Machiatun. All these are considered as of comparatively less importance than the fifth line, between Tsupingka and Taonanfu, 290 miles long. This, when ready for operation, is expected to prove a profitable feeder to the South Manchuria railroad lines.

# BLANKETED THE FRENCH LINES WITH THEIR SUFFOCATING GASES

## But Enemy Was Driven, With Frightful Losses, Back to His Trenches, Completely Unsuccessful

A despatch from Paris says: The German infantry attack on the French lines between the Butte-de-Tir and Prunay, east of Rheims, for which preparation was made with a very violent bombardment, was made Friday. Suffocating gases were used in great quantities, so that they fairly blanketed the French lines. Three attacks of remarkable violence were made by the enemy, but all were completely stopped in front of the barbed wire entanglements protecting the French trenches by the French artillery and machine guns.

The front attacked has a length of roughly five miles and was the scene of a previous failure of the Germans in their attempt to cut through the new French lines in Champagne. The artillery preparations were unusually thorough and the gas blanket was exceptionally dense, but the French guns and machine guns concentrated their fire on the advancing Germans so effectively that one after another each of the attacks spent itself before wire cutting could be carried out, and the Germans, with frightful losses, fell back to their trenches completely unsuccessful.

# ACROSS THE BORDER AT THE MERCY OF ALLIED FLEET

## WHAT IS GOING ON OVER IN THE STATES.

### Latest Happenings in Big Republic Condensed for Busy Readers.

Oklahoma City expects completion of Oklahoma's new capital in 1917. Dallas, Tex., is to have a new Post-office building within two years. Brooklyn, N.Y., finds auto thieves specialize in stealing expensive cars. Leach Cross, boxer, offered \$38,000 for some property being sold in New York. St. Paul's three breweries employ 1,700 persons, and pay out \$1,300,000 yearly in wages. Milton London, aged 91, of Linden, N.J., is candidate for justice of the peace in Elizabeth.

## Bulgaria's Naval Weakness on the Sea Makes Her an Easy Prey.

A despatch from London says: Of peculiar interest at present is the following article by the naval correspondent of the London Times:—The news from Paris of preparations for an immediate landing of Franco-British troops in Macedonia, and from Salonica that Russian naval forces have already appeared at Varna, should be a convincing indication to Bulgaria that the allied powers are prepared to follow up the warning from Petrograd by prompt naval and military action. The first phase of any such action is bound to be naval in its character, and will afford a further demonstration of the value of sea power. The geographical position of Bulgaria makes her particularly vulnerable to attack from overseas. Moreover, the water communications to her coasts, both in the Aegean and the Black Sea, are at the present time, and will be, whatever happens, controlled by the fleets of the allies. However formidable she may prove from a military point of view, Bulgaria is practically negligible, and would be quite unable to prevent a landing on her shores. The only harbor of importance which Bulgaria possesses in Macedonia is Dedeagatch, which has been several times visited by our ships since the operations began in the Balkans. This place, where the Bulgarians landed in the opening stages of the first Balkan war, is connected by rail both with Salonica and Constantinople through Adrianople. It is unlikely that there will be any great difficulty in occupying it. It is, however, in the Black Sea that the Bulgarian coast presents many points on which a descent might be made with advantage. Neither Varna nor Burgas has fortifications of a modern, formidable character, as far as is known, and little trouble should be found in disposing of the few torpedo craft. Our Russian allies have asserted their mastery in the Black Sea in such a way that this should present no difficulty, and they have also organized sufficient tonnage for the transport of an expeditionary force. To place such a force on shore, or perhaps even to make a feint of doing so, should have the effect of detaining a large portion of the Bulgarian army, which might otherwise be placed on the frontier of Serbia. The potential threat of such an operation seems already to have been made. In both seas the work of the allied fleets will, it is likely, afford adequate protection against submarine attack.

# BRAVE OLD RUDOLPH.

## An Interesting Incident of the Great War.

The letter of a French soldier, a translation of which appeared in an English paper, gives us a glimpse of the brighter side of war. The writer tells how the Germans assaulted the French in their trench and were repulsed. They left many dead, and although alone and deserted, was still fighting bravely. A French soldier was about to transfuse him with his bayonet when one of his comrades thrust the weapon aside, and in admiration of the German's fighting grit tackled him and took him prisoner. He was fat and bald-headed, and in answer to the question put to him, said his name was Rudolph. The sound of his surname brought laughter, and his captor said: "Ah, well, my old Rudolph, you're a brave fellow. Return to your comrades, and tell them that we know a brave soldier when we see one." Rudolph lifted his hands above his head and returned to his trench. Fresh French troops arrived to relieve their comrades, and he was told about Rudolph. The following day, when firing had ceased for a time, the newcomers shouted across to the German trenches to inquire whether Rudolph were still living. "Ja! Ja!" was the response. "Show yourself, then Rudolph!" they cried out. "We are newcomers. We have heard of your bravery, and want to see you." Rudolph's head bobbed up above the trench wall, and, grinning, he removed his helmet, patted his bald head, bowed, and disappeared. The French soldiers gave him three cheers, and one of them remarked admiringly, "I hope we may not kill him, for he is a brave chap, that old Rudolph!"

# LEADERS THAT DON'T LEAD.

## History Finds Cases Where They Were Deposed.

Napoleon III. believed, perhaps with justice, that his crown rested on his emulation of the military feats of the great Emperor, but his soldiers found him out, and when he announced that he was going to the Crimea to put himself at the head of the allied forces the soldiers intimated plainly that they did not want him. The end came just before Sedan, when he announced that he had handed over the command of his marshals and should serve in future as a common soldier. Francis Joseph wisely allowed others to bear the shame of the abortive campaigns of his earlier years by keeping a good deal out of the limelight, and Victor Emmanuel without a Garibaldi might have waited long for the accomplishment of his ambitions. In the present war it is generally said that the Kaiser has long ceased to exercise more than a nominal control over military operations, and it is even whispered that Hindenburg retains his great command in spite of the royal desire to get rid of a man of inconvenient frankness.

# Calcutta Helps War.

Calcutta residents, says a Daily Mail correspondent, have over-subscribed a sum of £75,000 towards the purchase of a motor ambulance and a contingent of motor-cycles at the disposal of the War Office.

# Speakers of the British House of Commons Generally Receive a Pension of \$20,000, and a Peerage on Retirement.

"You are charged with permitting your horse to stand unattended for over an hour," chanted the magistrate. "Well, I defy anybody to teach the brute to sit down," protested the prisoner, before being dragged away.

# AERIAL HERO KILLED.

Was the First British Airman to Drop Bombs. An accident ended the career of the youngest air squadron commander in the royal flying corps when Captain Mapplebeck, of the 1st Squadron, was dashed to earth while carrying a new French monoplane in England. Captain Mapplebeck, a Liverpool boy, had not yet attained his 23rd year, and received his commission only about six months before the outbreak of the war, after finishing a course at Hendon. It was on August 13 of last year that young Mapplebeck flew over France to join the newly arrived British expeditionary force. He was the first British airman to make a reconnaissance of the German lines, and later the first to drop bombs. During the advancing Germans and by his reports kept the British troops from being overwhelmed. On September 29 he was shot in an air duel 6,000 feet above the German lines, yet managed to reach the British lines, although he was unconscious when found. He was shot through the abdomen. His recovery to health. She has now received a letter of condolence from the King. The airman's Distinguished Service Order medal was received in the King's new year's honors. On leaving the hospital Captain Mapplebeck declined to return to England or to accept less hazardous duty, and was soon back in his machine. On March 11 he took part in the first aeroplane raid to be made in the night against the Germans. Of the three airmen raiders one was killed and another brought to land near Lille. Setting fire to his machine, he escaped into the woods, where he hid for three days, subsisting on the chocolate he had carried with him. Then he hid in a barn, a French peasant's family, and later worked his way to Holland and then to England as a French peasant.

# Folks

Little Mother. Little mother, young and the old; by to the children wherever told.

of you know her, guess at her name, the sons and the their mother her

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## Execution of English Nurse at Brussels Causes Worldwide Horror

A despatch from London says: The world will read with indignation and horror the details of the putting to death by the Germans of Miss Edith Cavell, an English woman and head of a training school in Brussels, for helping English, French and Belgian soldiers to escape from Belgium. The full report of the circumstances of the condemnation and execution made by the German High Court at Brussels, and with the Spanish Minister, pleaded with the Governor and the German officers for the English woman's life, is graphically related in a memorandum from Mr. Gibson, the American Ambassador at London, has been issued by the British Government, and tells of the greatest fight for a woman's life that was ever fought, and of unavailing efforts of nobles and neutrals to combat the callous secret cunning of the Germans. There are 17 documents in the correspondence, covering in all 320 typewritten pages.

How the secretary of the American Legation, Hugh S. Gibson, sought out the German Governor, von der Lancken, late at night before the execution, and, with the Spanish Minister, pleaded with the Governor and the German officers for the English woman's life, is graphically related in a memorandum from Mr. Gibson. This document makes reference to an apparent lack of good faith on the part of the German authorities in failing to keep their promises to inform the American Minister fully of the trial and sentence. Minister Whitlock telegraphed to Ambassador Page on the 12th: "Miss Cavell sentenced yesterday and executed at 2 o'clock this morning, despite our best efforts, continued until the last moment."

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A despatch from Rome says: The Entente allies are threatening to take reprisals against Greece unless formal assurances are given by Greece before the expiration of a short time limit that she will not intervene in

# 160 MILES AN HOUR. The British "Super-Bullet" Is Capable of This Speed.

A member of the Royal Flying Corps, writing from an aviation camp "somewhere in England," gives an idea of the routine followed by the members of the corps. "The spot from which I am writing," he says, "is an aerodrome perched on one of England's tall white cliffs. We of the R.F.C. are composed principally of men who have recently passed the prodigiously stiff preliminary examination at Farnborough. Some of us await, day and night, orders which will send us in the pursuit of Zeppelins or Taubes; others are entrusted with the new machines turned out by the Royal Aircraft Factory, which we deliver 'somewhere in France' in exchange for machines which for various reasons have to be returned to the makers. Some twenty-five minutes we spend in the Channel. For fifty-two minutes we glimpse things as they are at the base, and then having delivered the new plane we wing our way back with the 'lame duck.' "Much of our time is spent in making ourselves proficient in practice flights, in testing our knowledge of wireless telegraphy, in practicing bombs dropping with dummies, and generally in possessing our souls in patience until we get our orders and wing our way to 'somewhere at the front.' "We read of the insistent demand for the immediate construction of 2,000, 10,000, 20,000 machines, a device seriously made and as seriously doubted by writers who, posing as instructors of the public, prove that they are crassly ignorant of their subject. Even the minimum number quoted is a dream impossible of realization. Flying machines are not made in a day. Men skilled in the art of making them are scarce; engines take time to build, and the soul of the machine, the pilot, does not learn his work in less than four or five months. A man may learn to fly, and often does, in six weeks, but that is the A B C of the profession. To be a serviceable member of the R.F.C. means much more than mere flying. "It is not generally known that Britain now has Zeppelins, or rather, machines of the Zeppelin type, equal to anything the Germans have yet built. Only one, christened on account of its glittering splendor, the Silver Queen, has been delivered, but there are three others on the point of completion. "Then we have the 'scout experimental,' a biplane of enormous strength and incredible swiftness. She is as yet unnamed, but to the members of the R.F.C. she is known as the Super-Bullet. She can fly at the rate of 150 miles an hour, and by using the extra engine power with which she is fitted can increase her speed to 160 miles an hour. Moreover, she can climb—and this is her chief advantage over all other machines—to a height of 8,000 feet in six and a half minutes."

# THE WEEK'S HAPPENINGS IN THE WAR AREAS.

The above map shows the war developments of the past week. Determined German attacks against the French lines near Rheims have been sorry and costly failures. Elsewhere on the Western front there has been little activity. It is reported that the Italian armies have begun a general advance with a view to relieving the pressure against the Serbians by drawing Austrian troops to the Italian front. The Serbs are heroically contesting every foot of territory against the Austro-German advance. The Bulgarians have met with some success, and the Serbian army appears to be practically cut off from reinforcements and supplies. The French expeditionary force in the Balkans is operating against the Bulgarian armies. The British have effected a landing at Enos and may invade Bulgaria from this point. Cyprus has been offered to Greece as an inducement to join the Entente Allies, and pressure is otherwise being brought to bear, as it is hazardous for the Allies' expeditionary forces to run the risk of being cut off from their base at Saloniki by a possible enemy. Greece must declare herself. The Germans are close to Riga, the Russian Baltic port, but this gain is offset by Russian successes at several points on the Eastern front, notably in the centre of the line.

# The Leading Markets

**Breadstuffs.**  
Toronto, Oct. 26.—Manitoba wheat—New crop—No. 1 Northern, \$1.09 1/2; No. 2 Northern, \$1.07 1/2; on track lake port, immediate shipment.  
Manitoba oats—No. 2 C.W., 52c, all rail, delivered Ontario points.  
American corn—No. 2 yellow, 72c, on track lake ports.  
Canadian corn—No. 2 yellow, 72c, on track Toronto.  
Ontario wheat—New crop—No. 2 white, 39 to 40c; No. 3 white, 37 to 38c; commercial oats, 35 to 37c, according to freight outside.  
Ontario wheat—No. 2 winter, per car lot, 93 to 95c; wheat slightly tough, 87 to 91c; sprouted or smutty, 70 to 85c, according to samples and freight outside.  
Peas—No. 2, nominal, per car lots, \$1.60 to \$1.80, according to freight outside.  
Barley—Good malting barley, 53 to 56c; feed barley, 40 to 48c, according to freight outside.  
Buckwheat—Nominal, car lots, 78c, according to freight outside.  
Rye—No. 1, commercial rye, 80c; No. 2, nominal, 87c; tough rye, 70 to 75c, according to samples and freight outside.  
Manitoba flour—First patents, in jute bags, \$5.75; second patents, in jute bags, \$5.25; strong bakers', in jute bags, \$5.05, Toronto.  
Ontario flour—New Winter, \$3.60 to \$4, according to sample, seaboard to Toronto freights in bags, for prompt shipment.  
Millfeed—Car lots—delivered Montreal, \$24 per ton; middlings, \$25 per ton; good feed ton, \$1.50 per bag.

# Country Produce.

Butter—Fresh dairy, 14 to 14 1/2c per lb. in case lots. Hams—Medium, 18 1/2 to 19c; do, heavy, 14 1/2 to 15c; rolls, 15 to 15 1/2c; breakfast bacon, 20 to 23c; backs, plain, 23 to 24c; boneless backs, 25 to 25 1/2c.  
Lard—The market is easier; pure lard, tubs, 12 1/2 to 13c; do, pails, 14 to 14 1/2c; compound, tubs, 11c; do, pails, 11 1/2c.  
**Business in Montreal.**  
Montreal, Oct. 26.—Oats—No. 2, 46c; No. 4 local white, 45c. Barley—Malt, 66 1/2 to 67c. Flour—Manitoba Spring wheat patents, firsts, \$5.85; seconds, \$5.55; strong bakers', \$5.15; Winter patents, choice, \$5.00; straight rollers, \$4.90 to \$5; do, bags, \$2.30 to \$2.40. Rolled oats—Bbls., \$5.15 to \$5.20; do, bags, 49 lbs., \$2.4